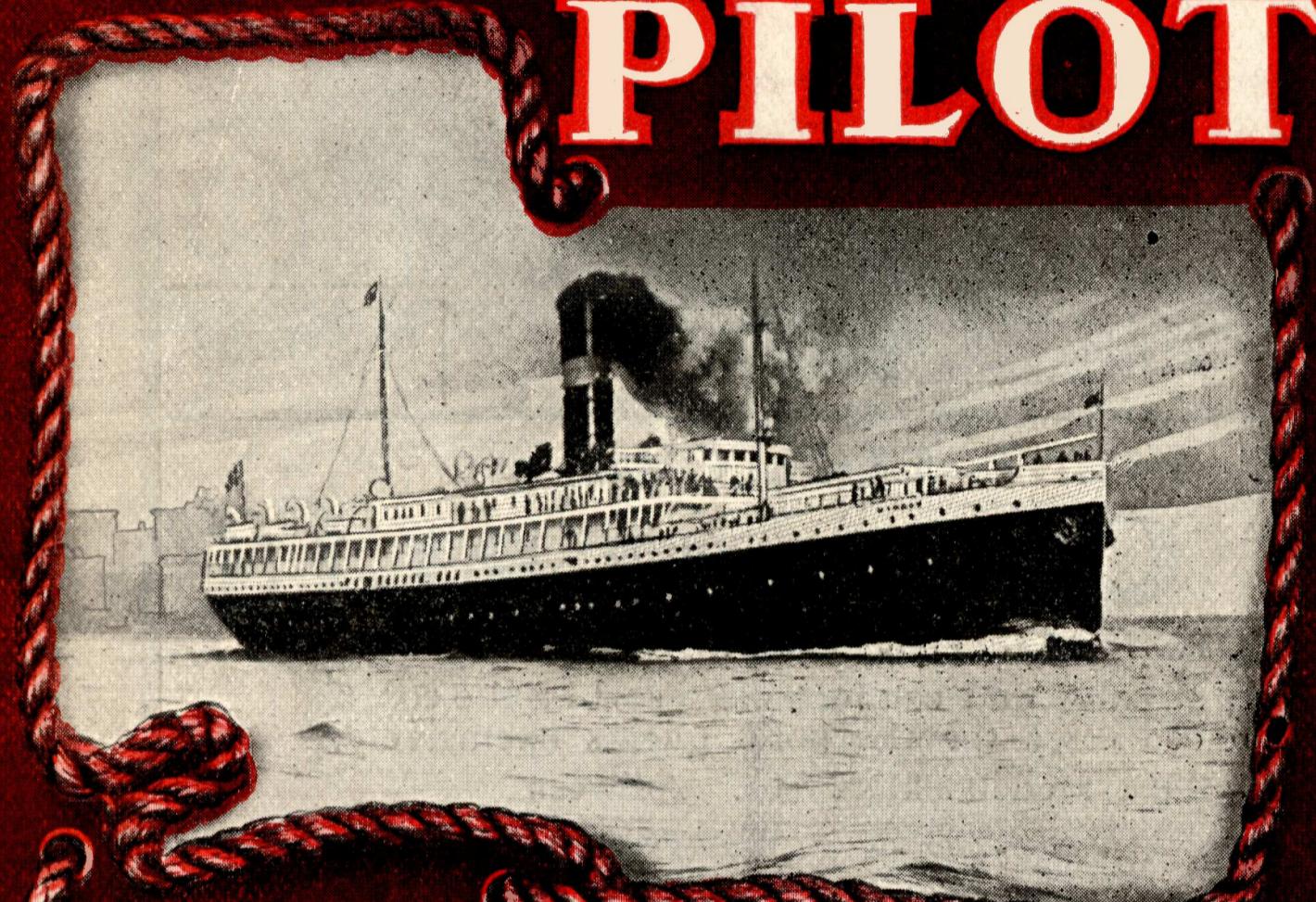


OLD DOMINION LINE PILOT

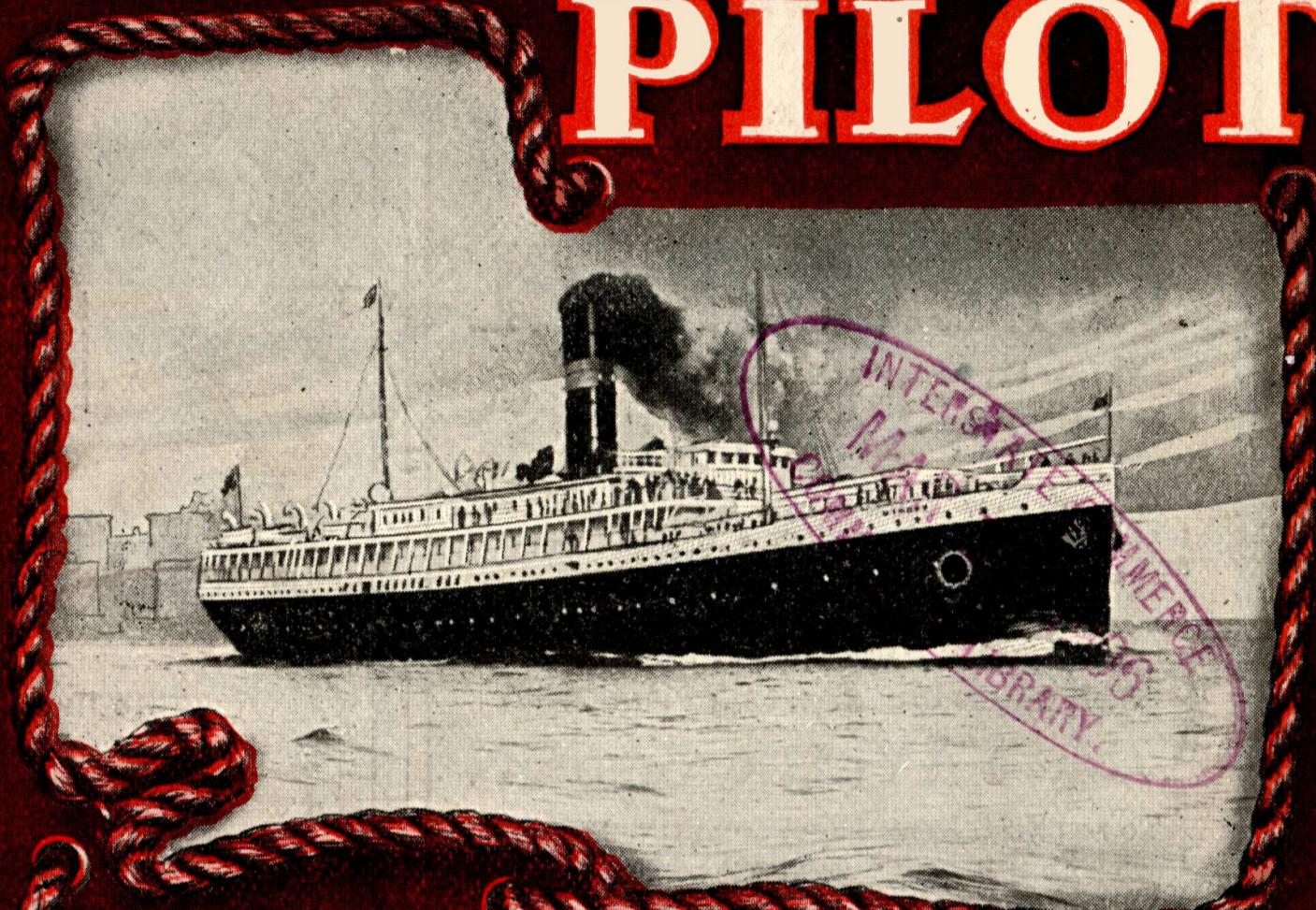


NEW YORK
OLD POINT COMFORT
NORFOLK
NEWPORT NEWS
RICHMOND, VA.

W. L. GUILLAUME, President and General Manager
H. B. WALKER, Vice-President and Traffic Manager
J. J. BROWN, General Passenger Agent
General Offices : 81-85 Beach Street, New York

MARCH, 1906

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Franklin Amended

For want of a nail the shoe was lost.
For want of a shoe the horse was lost.
For want of a horse the rider bought an automobile.

GOLF

TENNIS

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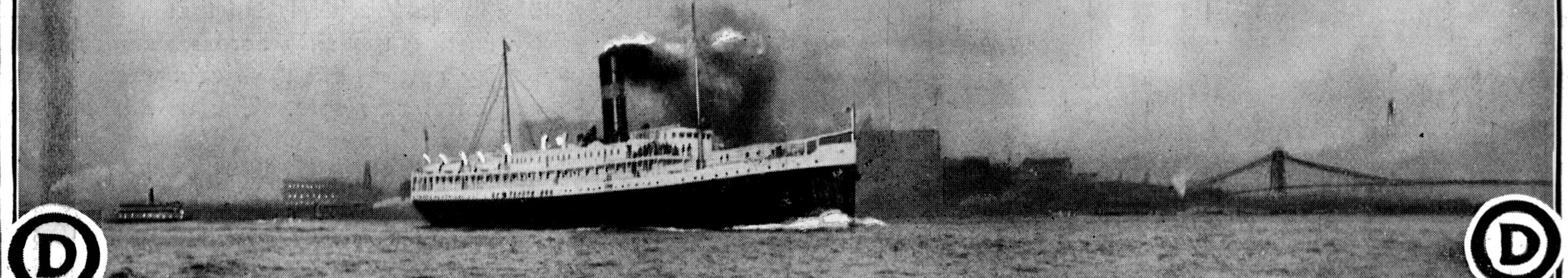
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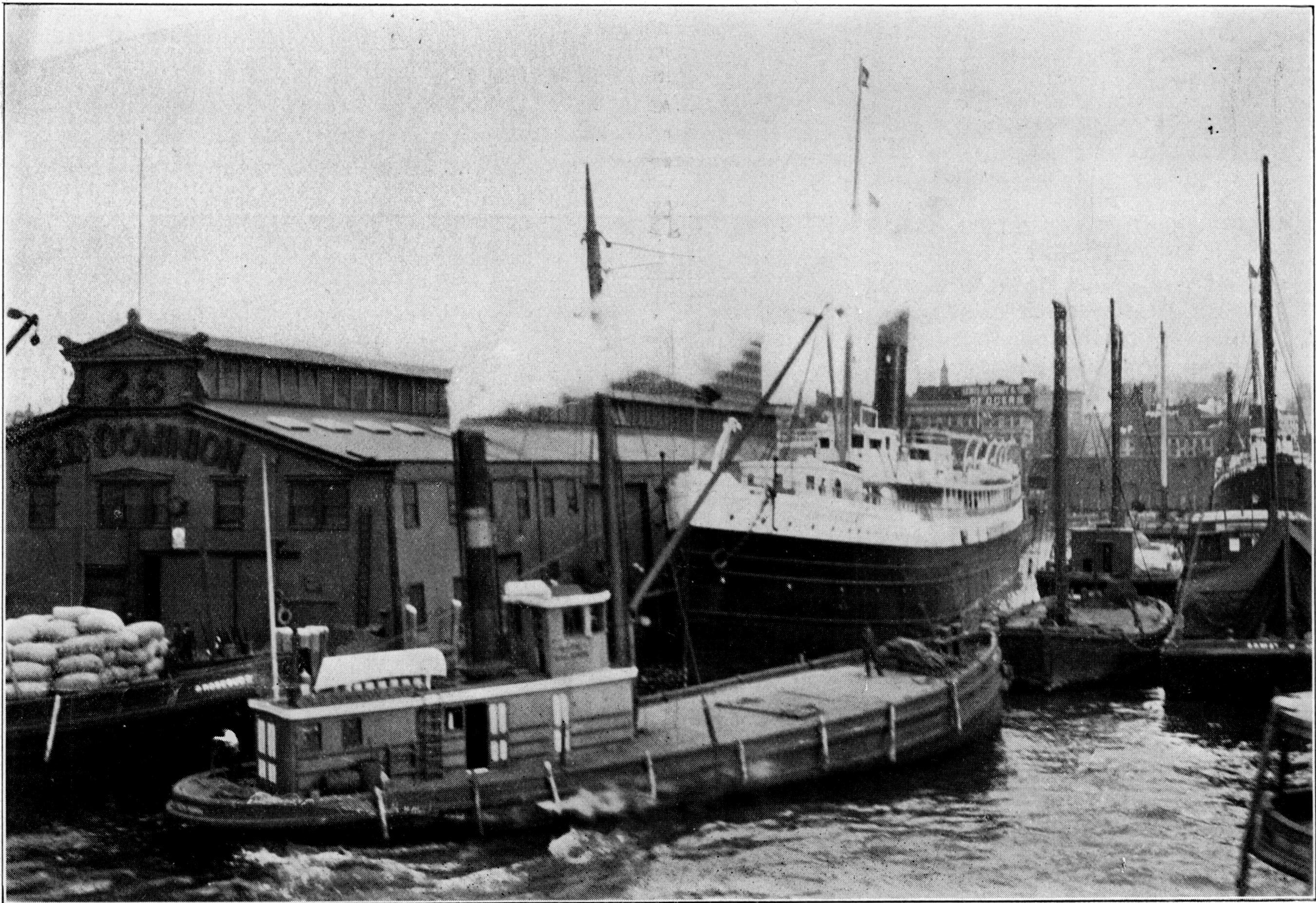
ISSUED MONTHLY BY THE OLD DOMINION STEAMSHIP CO.

Vol. XV.

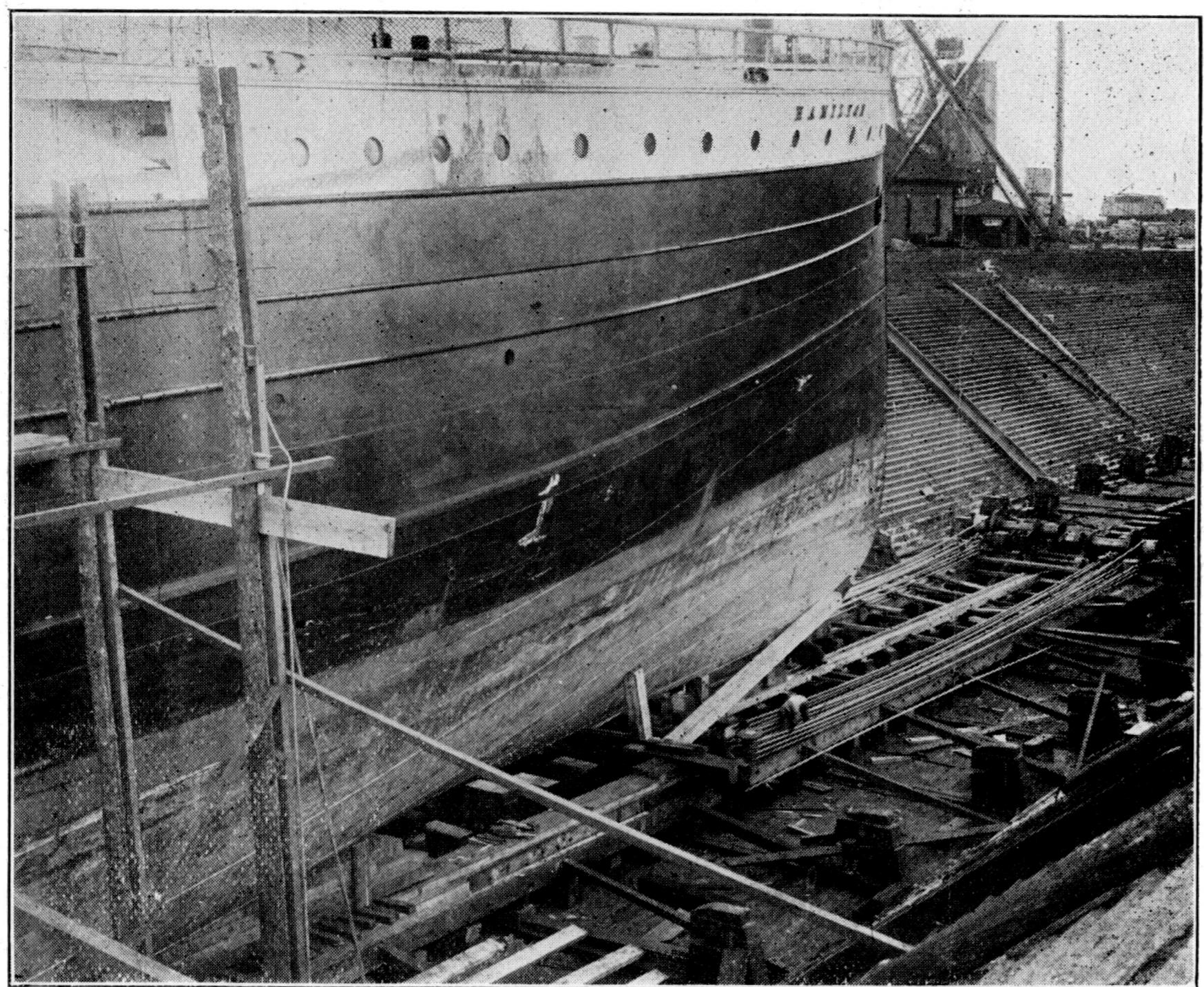
NEW YORK, MARCH, 1906

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No. 5



A Busy Moment at the Old Dominion Line Pier, New York City.



In the Dry Dock Ready to be Moved.

LENGTHENING THE STEAMSHIP HAMILTON.

Extension Amidships that Will Add Forty-six Feet in Length, and Increase Both Her Passenger and Freight Capacity.

Those of our readers who have made a voyage on the Hamilton will doubtless be interested in the photographs of this vessel which appear in this issue. The pictures show the ship at the yard of the Newport News Shipbuilding and Dry Dock Co., where she is now being lengthened to increase her passenger accommodations and also her capacity for carrying cargo.

This is by no means a novel feat, as many of the coastwise ships of to-day, and in fact several of the vessels of our navy, have been similarly lengthened.

What appeals to one most is the size of the operation and the large scale upon which it must be carried out. Fancy separating a steamship in the middle and putting in a new piece just as one might put an extra leaf in his dining table!

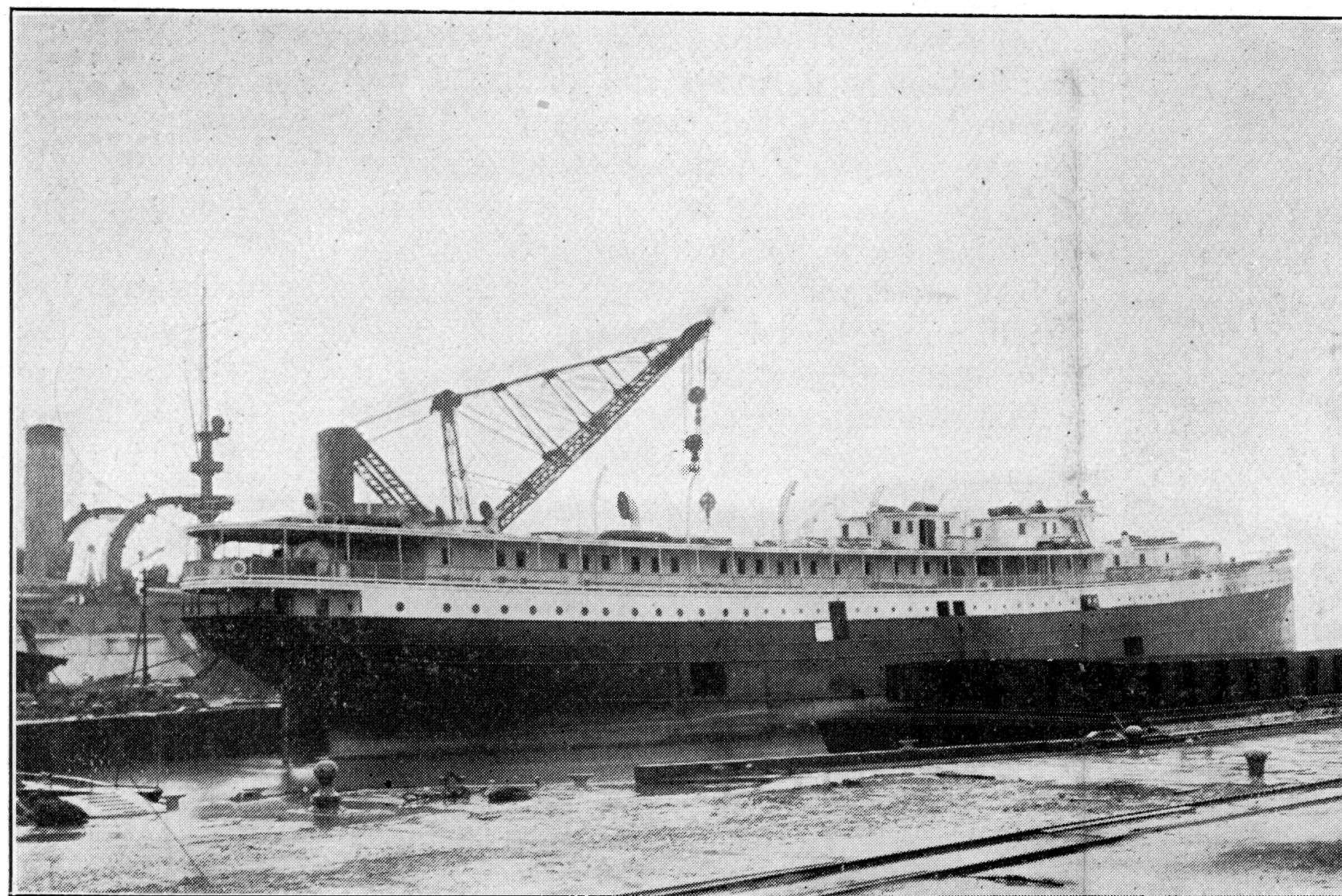
How do they join the new piece to the old so it will be as strong as before? Easily

enough. The side of a steel ship is made up of many separate plates fastened together with rivets. If you will look at the picture showing the two parts of the ship separated, you will notice that the cut is zig-zag like bricks in a wall, and that it is not made by cutting the ship across as with a saw, but by cutting out the rivets which connect the different plates. The new and the old parts are thus woven together and the completed structure is in all respects the same as though it had been originally planned according to the increased length, the joints between the new and the old differing in no way from the hundreds of other joints in the vessel's hull.

The actual hauling apart of the ship was successfully accomplished on Saturday, February 3. Only seventeen minutes was required to move the forward end of the ship the desired forty-six feet, although its weight was some eight hundred tons. This part of the vessel rested in a cradle of heavy timbers which slid upon greased tracks or ways, the same as are used to launch a ship, except that powerful winches were used to haul the mass along instead of sliding it down an incline as in launching.



After Being Hauled Apart.



Stripping the Hamilton Before Beginning the Lengthening Operations.

When the Hamilton leaves the shipyard this spring to resume her place in the line, she will have been repainted and redecorated throughout equal to a new ship. It is believed that she will be even more popular than before.

Peanuts and Soulful Eyes

The editor of this paper begs to acknowledge receipt of the first bribe of his editorial career. Some days ago we made inquiries of one of our society young ladies concerning a news item and elicited the following reply: "Yes, it is true, but ple-e-e-ease don't print it in the paper. If you leave it out I'll give you a nickel's worth of peanuts."

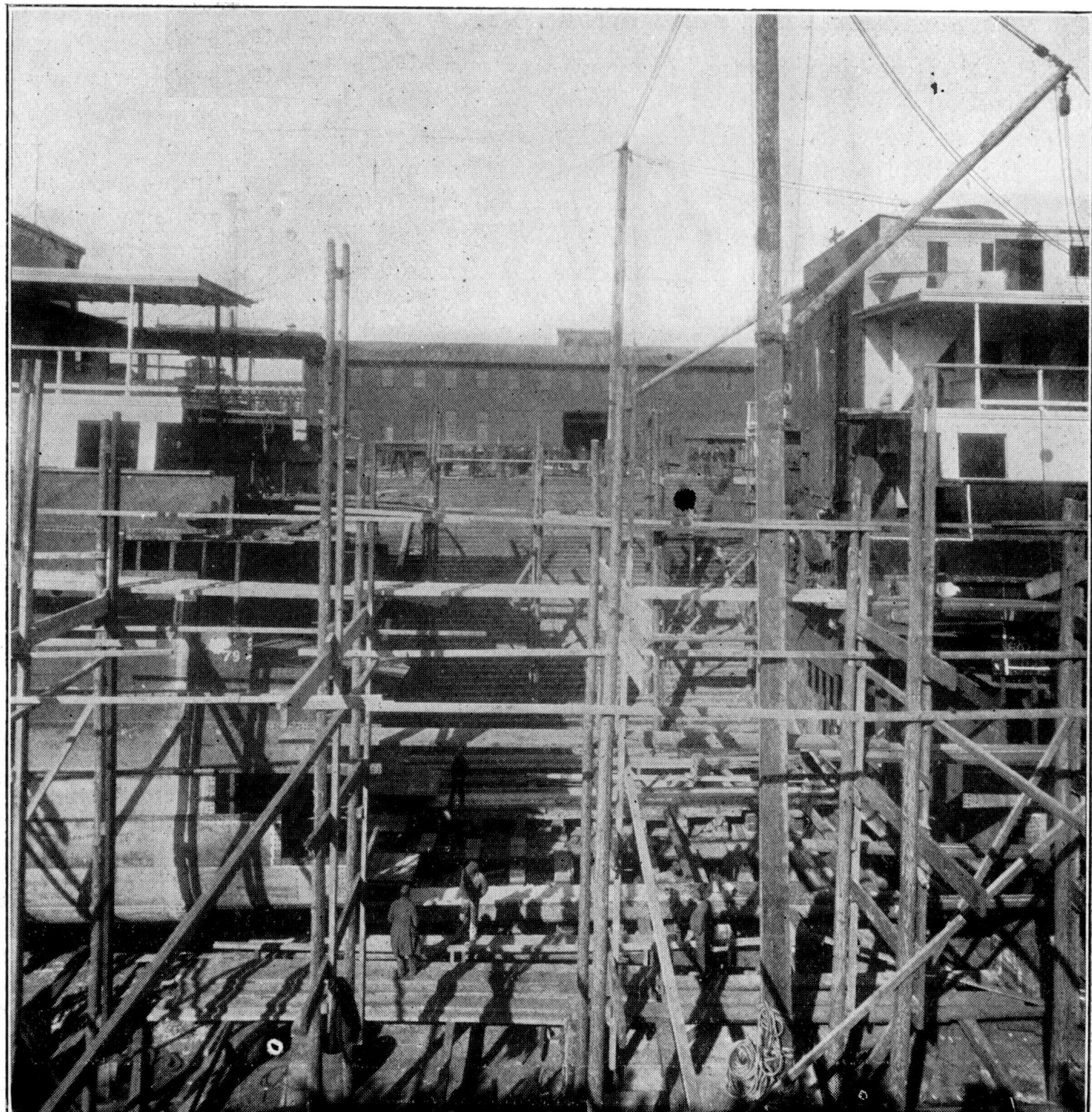
We are not passionately fond of peanuts, but gallantry is our long suit. That "please" would have separated us from our overdraft at the bank without a single regret. So we omitted to print the story. It wasn't anything very startling, anyway.

This morning a Senegambian gentleman, preceded by about six inches of pleasant smile, wafted into the editorial sanctum with a package under his arm about the size of a week's washing.

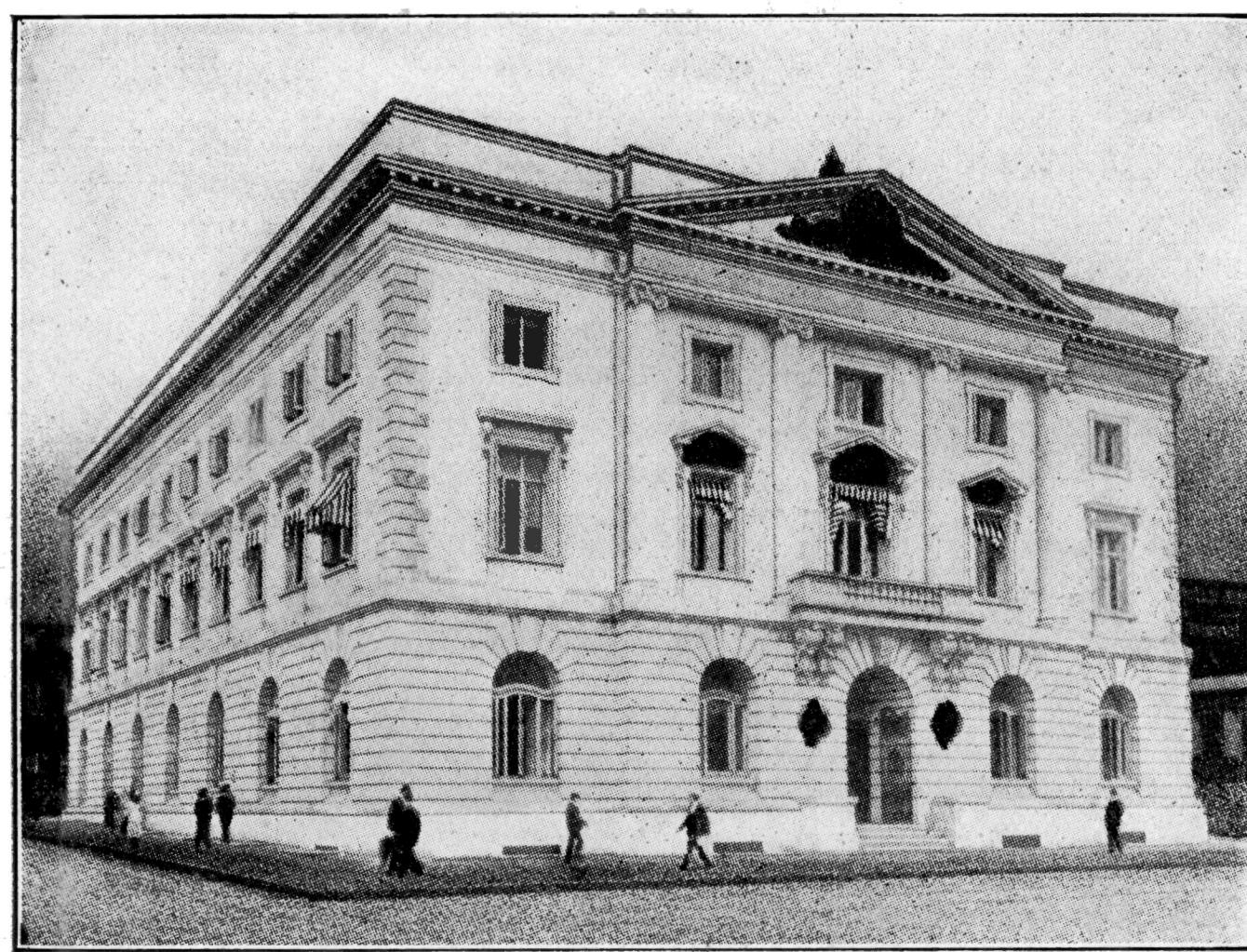
Peanuts! The whole family will be kept busy for a week eating up the outward and visible manifestations of our venality. We begin to appreciate the joys of being a boodler.—South McAlester (I. T.) News.

White Pine Lumber

"White pine lumber is to-day selling for five times more than it did in 1865, and unless the timber men plant trees, as the Government advises, there will soon be no lumber of that kind at all," said David E. Wilcox, who came into the city from a tour of the South and registered at the Seventh Avenue last night. Mr. Wilcox's headquarters are at Detroit. He continued: "In 1865 white pine lumber was sold at from \$1.25 to \$5 a thousand feet; in 1906 it is selling at from \$15 to \$25 a thousand feet, according to the grade. And at that price it is mighty hard to get. In regard to hemlock lumber, the situation is almost the same as regards the supply that can be had to-day. There is a good lot of this timber in the country, much of it in Pennsylvania, West Virginia and the South. But it is being bought up rapidly for speculation by men who can afford to have their money tied up for several years. They are simply waiting for their price, and they are going to come out handsomely on the deal, too."—Pittsburg Gazette.



Side View After the Hamilton Had Been Cut in Two and Drawn Apart.



Government Building, Norfolk, Va.

**THE MAIN LINE SERVICE
Of the Old Dominion Steamship Company Between
New York and Norfolk, Va.**

The Old Dominion Steamship Company occupies a foremost position among American coastwise lines. It is one of the oldest of them; its vessels are the largest and finest plying along the Atlantic seaboard, and it operates the longest daily all-water route in the world. Any one of these features would entitle it to distinction, but when the three are combined it is no empty boast to claim pre-eminence for the company, its steamships and its service.

From small beginnings the Old Dominion Steamship Company has advanced to its present important position among coastwise lines. A recent issue of the Marine Review, in an article on American steamship companies, says of this line: "The Old Dominion Steamship Company, which conducts a general passenger and freight service from New York to Norfolk, Portsmouth, Richmond, Va., and James River points, is characteristically American. From very modest beginnings, indeed, it now operates a great number of splendid steamers. The company has favored the Marine Review with a photograph of the old steam brig New York, which was built at the foot of New Castle street, Norfolk, in 1821, by William F. Hunter. She was of 281 tons burden, and 50 horse power. It is curious to note how very closely the New York followed the Savannah, built in 1820, and then the wonder of the world. The Old Dominion Steamship Company is an outgrowth of the Virginia Steamship Company, which had quite a prosperous business before the Civil War."

To-day the Old Dominion Steamship Company has a fine fleet of staunch, ocean-going steamships, every one of which is as large as transatlantic liners were hardly a dozen years ago. These vessels, while they have great cargo capacity, are still notably roomy and comfortable in their passenger accommoda-

tions and are equipped with every convenience that sea-going travelers can require. Saloons are handsome and luxurious, finished in hard woods and furnished with leather or fabric covered couches and easy chairs. Ample room is provided on the promenade deck for those who like to be outdoors at sea; there are special ladies' cabins, and there are commodious smoking rooms on the boat deck.

The staterooms are large and well ventilated, heated by steam and lighted by electricity, having also electric push buttons connecting with the steward's department. The dining saloons are attractively arranged and furnished, and the cuisine is unsurpassed. The elegance and taste displayed in the arrangement, finish and decoration of the interior of the passenger accommodations of these vessels give an air of homelikeness and comfort that is particularly agreeable to travelers by this line.

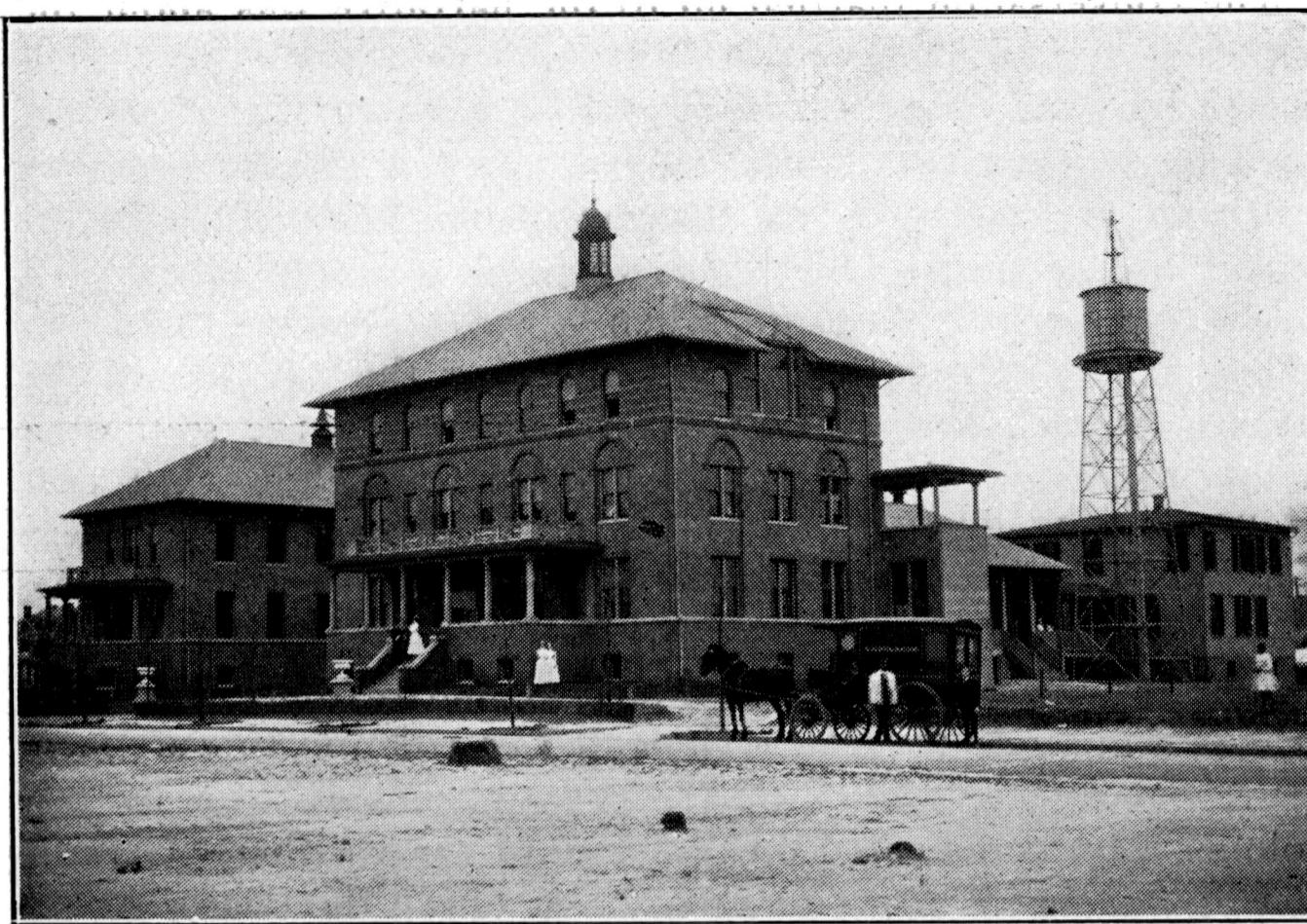
It has been the policy of the Old Dominion Steamship Company to dispose of its earlier vessels as rapidly as they become inadequate to the service, or are superseded by more modern types, replacing them with the latest creations of the shipbuilder's art. In this way the Old Dominion fleet is constantly kept up to date in every respect. There are no old vessels on this line, there are no antiquated arrangements nor obsolete conveniences. Everything is new, modern, complete, and of the latest and most approved type.

The present Main Line fleet of the Old Dominion Steamship Company consists of the Monroe, Jefferson, Hamilton, Princess Anne and Jamestown, all steel screw steamships more than 300 feet in length. Their names are taken from distinguished American personages or places, and in the regularity and steadiness of their service they more than typify the sturdy integrity of the patriots or the historic localities whose names they bear.

The SS. Monroe was named after James Monroe, of Virginia, a statesman, diplomat and fifth President of the United



Public Library Building, Norfolk, Va.



The New Protestant Hospital, Norfolk, Va.

States; a man whose political life opened at the early age of twenty-three, when he was elected to the Virginia legislature, and who afterwards was honored with the highest offices that both State and Nation could bestow.

The SS. Jefferson was named after Thomas Jefferson, of Virginia, statesman, diplomat, drafter of the Declaration of Independence, and third President of the United States. During his career Thomas Jefferson was prominent in all the important events of the country. The great Louisiana Purchase was consummated while he was President.

The SS. Hamilton was named after Alexander Hamilton, of New York, soldier, patriot and statesman. He became a resident of America in 1772, and later served his adopted country in various important ways. His early literary works, his political writings and his soldierly career have received greater publicity than those of any other American except Washington himself.

The SS. Princess Anne was named after Princess Anne county, Virginia, upon whose soil the early English settlers first landed in 1607. The point of debarkation was at Cape Henry, but the hostile Indians and the bleak and sandy shores proved so unsatisfactory for a permanent settlement, that another was selected on the James river.

The SS. Jamestown was named after Jamestown on the James river, Virginia, where the first settlement of English speaking people was established in the Western Hemisphere. Jamestown is the spot where national interest will center forever, for it is the most ancient landmark in this country of enlightened civilization. The history of Jamestown is the history of the Virginia colony and the whole country for many years.

"Why don't you go to work?" said a charitable lady to a tramp, before whom she placed a nicely cooked meal.

"I would," replied the vagrant, "if I had the tools."

"What sort of tools do you want?" asked the hostess.

"A knife and fork," said the tramp.—*Tatler*.

Norfolk Protestant Hospital

A notable addition to the public institutions of Norfolk is the recently completed Protestant Hospital at Ghent, one of the new and rapidly growing suburbs of the city. The site has been well chosen. The surroundings are healthful and, what is often of equal value to the sick, cheerful in outlook. The hospital grounds cover an entire city block and upon this the buildings are so placed as to afford the maximum of light and air, with all the added facilities that are required for "outdoor" patients. As the picture shows, the main building and one wing only have been constructed. The other wing remains to be built. The mechanical plant of the institution is located in the rear of the main building.

This hospital has already proved its worth and usefulness to the people of Norfolk and vicinity, and its capacity has at times been fully taxed. It is well conducted and had an efficient corps of surgeons, nurses and attendants. Its healthful location, its accessibility (eight minutes by trolley from the center of Norfolk) and its surroundings enable it to combine the advantages of a hospital and a sanitarium, thus making it equally valuable to the seriously ill or injured, and the invalid or the convalescent. The views from its windows are pleasing, showing green fields, woods, open cultivated country and attractive suburban homes, together with portions of Norfolk's busy harbor, with its ever-changing panorama of steamers and sailing vessels. The mildness of the Virginia climate adds another feature of value to this hospital's resources.

A colonel in General Pickett's division sometimes took more applejack than was good for him. Passing him one evening, leaning against a tree, smoking his pipe, the General said:

"Good-evening, Colonel. Come over to my tent for a moment, please."

"S-s-cuse me, G-g-gen'ral, 's-scuse me," replied the Colonel. "But's all I can do to stay where I am."



Looking Toward Norfolk Harbor from the Upper Windows of the New Protestant Hospital

THE SHIP CARVER NO MORE

His Occupation Gone Through a More Severe and Plain Form of Stem Finish

Twenty-five years ago the ship carver's trade flourished in all the ports of this country, but to-day his occupation is gone, for the chief product of his art, the figurehead, has almost disappeared from the merchant marine. The profits of sea freighting are counted in larger figures now, but the present age is altogether practical, and utility has driven romance from the blue water.

Men of middle age can recall the day when nearly every vessel was ornamented with some sort of figurehead, but now one might search for days along the docks without seeing anything of the kind.

The figureheads of the old fleet afforded an interesting study. Some were illustrative of the vessel's name, others whims of the owners or the captains, and others symbolic of events occurring at the time the vessels were built.

The schooner War Eagle, for instance, was built in war time, and she had for her figurehead a fierce looking eagle, perched upon a heap of cannon balls and with arrows clasped in his claws.

The schooner American Eagle was decorated with a gorgeous bird of freedom, and the brig American Union was liberally ornamented, stern and bow, with the symbols of this nation. The old sailing ship Expounder had a figure of John Marshall, holding in his hands the Constitution outspread, and the steamer Daniel Webster carried on either paddlebox a medallion head of the great orator.

The Italians are famous for the decoration of their vessels, bow and stern, and the intricacies of the designs are no less wonderful than the combination of colors displayed, white, blue, yellow and green being the favorites. In the matter of symbols, everything from a rosebud to a seven-story castle is shown, and the more they can crowd into a given space the better pleased are the men of Italy.

The vessels of the United States navy are ornamented, as a rule, with the national coat of arms, while some ships, like the Massachusetts and Olympia, carry elaborate designs—the former a figure of victory presented by the State of Massachusetts and placed on the forward turret of the vessel, and the latter an elaborate decoration of her bows symbolizing the deeds of the cruiser and her crew.

The modern merchantman, however, generally has a straight, sharp stem running off into a fiddle neck under the bowsprit, but oftener severely plain.—N. Y. Sun.

A Richmond War-Time Story

Not all the war-time stories have been told. The writer was recently in Richmond, Va., where he met a prominent Confederate veteran and where he heard at first hand the following. The narrator is a well-known Richmond business man, active and vigorous in spite of his nearing three-score and ten, and who graphically described one of his own experiences during the Civil War.

The conversation that led up to the narrative was about the accuracy of fire on board the new war vessels of the United States navy at target practice, and he claimed that that was nothing unusual, that American gunners had always been remarkably accurate. "I will tell you of one of my experiences during the defense of Richmond to prove it," said he.

"During Grant's campaign, when he was investing Richmond, and General Robert E. Lee was resisting the advance of the Federal troops, I was headquarters courier on the staff of a colonel whose regiment was posted on the heights just east of Richmond. The day on which this incident took place was hot, exceedingly hot, and there was little or no fighting. An occasional shot or two, but that was all. Even the artillery seemed to feel the effects of the heat and on both sides had ceased firing. At this stage General Lee rode up to our headquarters, on a round of inspection, and was saluted by our colonel, who commented on the state of the weather. General Lee agreed that the heat was excessive and in the course of the conversation that followed, said: 'Colonel, how I would like a good drink of water from Holly Spring.' The colonel turned to me, and, calling me by name, said: 'Ride over to Holly Spring and get a pitcher of water for the General.' I took a pitcher, fastened a bridle strap to it so that I could use it for a bail, and started. There were two roads to Holly Spring, one around the foot of Libby Hill and the other over the top of it. I took the latter as being much the shorter. There was a Federal gunboat lying about a mile and a half down the James river, and I was in plain sight from her as I passed over the hill. I filled the pitcher at the spring, remounted and galloped back. Just before I reached the crown of the hill I saw a puff of white smoke from the side of the gunboat, and an instant later a conical shot that we used to call a 'lamppost' struck just short of the road, plunged directly under myself and horse, threw us both down and covered us with dirt. Fortunately no other damage was done. The water was lost but the pitcher remained unbroken. I rode back for more water and again galloped over the hill. This time, however, I stopped my horse suddenly about a dozen feet from where the first shell struck and rode back about ten yards or so. Just as I wheeled another 'lamppost' whizzed right over the roadway exactly in line with the first shot and just high enough to have toppled me out of the saddle if I had continued straight ahead. I didn't wait to see if the Yankees were going to fire again, but put spurs to my horse and soon reached headquarters with the pitcher of water. It took pretty good marksmanship to come as close as that to a galloping horse at a distance of a mile and a half, and when you consider the improvements that have been made in heavy guns since the Civil War, they're not shooting so much better, after all."

A true republic should be like a custard pie—without any upper crust.

One-half of man's energy is wasted. Only the down strokes count in chopping wood.

WITH THE WITS**Timidity**

"Why do you avoid the man to whom I introduce you? He is very agreeable and interesting."

"I avoid meeting agreeable and interesting people," answered the misanthrope. "That was how I came to get my life insured in a bad company."—Washington Star.

Allaying His Fears

Mrs. Goode (a clergymen's wife)—My husband always says a short prayer before each meal.

The New Cook (indignantly)—Well, he needn't take such precautions phwile I'm at th' range—I'm no cookin' school gradooate!—Puck.

Sizing Them Up

"But, doctor," asked the young practitioner, "why do you always order champagne for every new patient that comes to you?" "Because, my boy," replied the wise old medical man, "I can judge by what he says whether or not he can afford it. That helps when I come to make out my bill."—Philadelphia Press.

Perspicuity and Perspicacity

Professor Barrett Wendell, of Harvard, tells this anecdote of an English lecturer. There was a certain instructor who was always impressing upon his students the need of perspicuity. A young man came to him one day to get back an essay that had been submitted. "A very good essay," said the instructor as he returned the paper, "but, Mr. Smith, you should write always so that the most ignorant person can understand every word you say." The young man looked up anxiously. "What part of my essay was not clear to you, professor?" he asked.

A Fair Retort

It was at an election meeting, and an excited voter shouted to the candidate, "Don't beat about the bush; answer my question 'Yes' or 'No.'" The candidate replied: "But, my dear sir, there are some questions which cannot be answered 'Yes' or 'No.'" The elector replied rudely with the single exclamation "Bosh!" The candidate continued, "Very well, I will prove what I say. Now, sir, the question I will put you is this: 'Have you left off beating your wife?'" And the meeting shouted to the inquisitive elector, "Answer him 'Yes' or 'No!'"—London News.

Getting Back at the Judge

"General Turner, of Tennessee, was trying a case before Judge Springer in the Indian Territory courts," said one of the lawyers, "when he quoted a great deal from the Bible and very little from the law. He was addressing the jury, and finally Judge Springer said: 'General, you will have to show where those quotations are from. I do not remember reading them

in any of the law books.' 'I am quoting from the Bible, Judge, and I am addressing the jury, every member of which knows about the Good Book. If I had been addressing the court I would have brought the book with me.'"—Topeka State Journal.

Tommy Was Right

Teacher—"Tommy, what is the name of the largest known diamond?" Tommy—"The ace."—Cleveland Leader.

Butler and the Judge

The last time General Butler was in Washington he was closeted with Senator Eaton. He held some papers in his hand in such a way that an underscored marginal note, "Insult the Judge," caught Eaton's eye, and he asked what it meant.

"It's a case before Judge Shaw," Butler replied. "If I can only rouse his indignation, he is so just—painfully just—that he will give me the case for fear he is being biased against me by his personal feelings."

Hamilton's Offense

An instance of a child's proneness to take things literally was furnished by a little schoolgirl who lives in Brooklyn avenue. Some member of the family mentioned the name of Alexander Hamilton. Quickly the little girl piped up, "I don't like Hamilton!"

"Don't you?" asked her papa. "Why don't you like Alexander Hamilton?"

"Because he struck a corpse," was the reply.

"Who said he did?"

"Why, our history. In a footnote it said about him: 'He struck the corpse of public credit and it sprang upon its feet.'"—Kansas City Times.

One Way to Dun

The poet Dryden was just a bit sarcastic when he wished to be, and that was usually when his publisher was trying to push him to the wall. When he had completed his translation of Virgil, after some deliberation he sent the manuscript to Jacob Tonson, a publisher, requiring for it a certain sum. Tonson, while wishing to secure the work, meanly attempted to play upon Dryden's necessities, which at times were great. He, therefore, replied that he could not afford to give the sum demanded.

Dryden in reply sent the following descriptive lines to Tonson:

"With leering look, bull-faced and freckled fair,
With two left legs and Judas-colored hair,
And frowsy pores that taint the ambient air."

When delivered to Tonson, he asked if Dryden had said anything more.

"Yes," answered the bearer, "he said, 'Tell the dog that he who wrote these lines can write more like them.'"

Jacob immediately sent the money.—Sunday Magazine.

Social Amenities

Charming Widow: "Good-afternoon, Mr. Merryweather. Let me give you a cup of tea."

Charming Guest: "Good-afternoon, and thanks awfully, Mrs. Fairaday. I see you not only reign but you pour."

The City Slave

"If you want to get fat, why don't you go to the country to live, where the food is more wholesome?" said the city physician.

"I tried that once."

"And didn't it work?"

"No. The food was all right, but I worried myself thin to think I wasn't back in the city."—Detroit Press Press.

Maintaining Dignity

One time Col. Bill Hackney, of Winfield, was indicted by the grand jury for betting on election along with several other men. Hackney stood in with the judge. The defendants all pleaded guilty. Before passing sentence on the bunch the judge took Hackney into a side room and asked:

"How much shall I fine you, Bill?"

"What are you going to soak the rest of the bunch for?" asked Hackney.

"Oh, I think I will give them \$1 and costs," said the judge.

"Well, I don't want to be treated as a common criminal," said Hackney. "Just fine me \$50 and costs."

And the judge took his seat on the bench and did so.—Kansas City Journal.

His Interest in the Rent

Timothy Woodruff was engaged in conversation with some friends in Kingston, N. Y., when one of the party referred to the fact that an extremely wealthy old man in the town had recently exhibited signs of incipient philanthropy.

"Why," said the friend, "do you know that yesterday he was taking around a petition for the purpose of raising funds to enable a poor woman to pay her rent?"

"Oh," said Woodruff, "I happen to know all about that. You see, Blank owns the house the poor woman lives in."

What He Used It For

Wine tasting was his business, and he was reputed to be one of the best who followed that somewhat peculiar means of making a livelihood, so when the bet had been made and the money posted, his "backers" were sure of winning. Incidentally they did.

The subject, blindfolded, was to taste, one after another, the contents of twenty-five wineglasses, and—if he would win the stakes—name correctly the liquor in each. From one to twenty-four he went down the line, never hesitating, and always right. At the last one he stopped. It was filled with water only.

He sipped it, turning it over and over with his tongue, asked for a second mouthful, considered it with a most perplexed

expression, and then had an inspiration. "Of course," he exclaimed. "it's the stuff I clean my teeth with."—Harper's Weekly.

Furnished the Pretext

Chief Collins, of the Chicago police department, was talking to a reporter about his work.

"My work would be more difficult," he said, "in fact, it would be impossible, were it not that every man in the world is a policeman. Every man watches his brother man and knows that his brother man watches him in turn. Thus the work of we professional Lecocqs is kept down. Thus there was a suburban grocer who took his clerk to a saloon one day after closing time and purchased a good many glasses of beer. Then, after he began to feel talkative and trustful, the grocer said:

"Look here, John, I owe \$3,000."

"Yes, sir," said the clerk, "I know it."

"I have \$2,000 in the safe."

"Yes, sir."

"And the store is empty. The stock is completely run down. I think it is time to fail, don't you?"

"I do," said the clerk. "I certainly do."

"But I need a pretext. I'll tell you what to do, John. You think this matter over and let me know to-morrow morning any suggestions as to a pretext for failure that may come to you during the night."

The clerk promised to do this, and the two men separated. The next morning on his desk the grocer found this note from John:

"I have taken the \$2,000 and gone to South America. It is the best pretext you can give your creditors."—Chicago Record-Herald.

Repaid in Kind

"Here is a poem which you may publish in your paper," said a young man with eyes in a fine frenzy rolling, as he entered an editorial door. "I dashed it off rapidly in an idle moment, and you will find it in its rough state, as it were. You can make such corrections as you think necessary."

"Ah, much obliged," said the editor. "I will give you a check for it at once."

"You are very kind," said the contributor. "I shall be delighted."

"There you are," said the editor, handing him a check.

"Many thanks," exclaimed the young man; "I will bring you some other poems."

When he got to the door he suddenly paused; then he came back.

"Excuse me," he said, "but you forgot to fill up the check. You have not written the date, nor the amount, nor have you signed your name."

"Oh," said the editor, "that's all right. You see, I have given you a check in its rough state, as it were. You can make such corrections as you think necessary."—Chicago Tribune.

THE PILOT

Is issued monthly for the Passenger Department of the Old Dominion Steamship Company, 81 Beach Street, New York, N. Y.

THE OLD DOMINION PILOT
81 Beach Street, New York

Advertising Rates furnished upon application.

MARCH, 1906.

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ANNOUNCEMENTS

DEATH OF GEORGE V. SLOAT

It is with regret that we note the death of Mr. George V. Sloat, which occurred at his home in Rutherford, N. J., on February 14, at the advanced age of 79.

Mr. Sloat had been in the employ of the Old Dominion Steamship Company from the time of its organization until his retirement in 1901, a period of 34 years, for the last thirty of which he was the superintending engineer of the company.

During his long term of service he enjoyed the respect and confidence of the management in a marked degree, not only because of his ability and experience as an official, but because of his sterling honesty and integrity of character; while his genial manner made him many friends among the numerous employees and others with whom he daily came in contact.

Apart from his connection with this line, Mr. Sloat was well known to the shipbuilders and owners on the Atlantic Coast and ranked very high as a marine engineer.

As a mark of respect to his memory the flags of the company both in the Main Line and Virginia Divisions were placed at half-mast, and many of its chief officials were present at the funeral services.

APPOINTMENTS

New Officials Elected

At a meeting of the Board of Directors of the Old Dominion Steamship Co., held at the company's main offices, New York city, February 13, the Board of Directors appointed Mr. Downer Adams treasurer and Mr. Edward E. Palen secretary and auditor of the company, effective February 14.

Old Dominion Steamship Company—Winter Excursion Tickets

NEW YORK TO	RATE	NEW YORK TO	RATE
Aiken, S. C.....	\$36 45	Ormond, Fla.....	\$55 20
Asheville, N. C.....	34 00	Palatka, Fla.....	52 30
Augusta, Ga.....	37 15	Palm Beach, Fla.....	67 50
Brunswick, Ga.....	44 00	Pine Bluff, N. C.....	25 40
Camden, S. C.....	30 25	Pinehurst, N. C.....	25 40
Charleston, S. C.....	37 00	Red Springs, N.C.....	24 45
Columbia, S. C.....	32 25	Rockledge, Fla.....	59 50
Fayetteville, N. C.....	23 20	St. Augustine, Fla.....	51 50
Green Cove Springs, Fla.....	50 50	Sanford, Fla.....	56 50
Hot Springs, N. C.....	34 00	Sarasota, Fla.....	63 80
Hot Springs, Va.....	22 00	Savannah, Ga.....	41 00
Jacksonville, Fla.....	49 00	Silver Springs, Fla.....	55 00
Lakeview, N. C.....	25 15	Southern Pines, N.C.....	25 15
Leesburg, Fla.....	57 10	Tampa, Fla.....	61 60
Lincolnton, N. C.....	33 00	Tallahassee, Fla.....	52 50
Manatee, Fla.....	63 10	Tarpon Springs, Fla.....	61 10
New Orleans, La.....	55 00	Thomasville, Ga.....	49 00
Ocala, Fla.....	55 05	Titusville, Fla.....	58 30
Orlando, Fla.....	57 60		

The extreme limit on above tickets will be May 31, 1906, except on tickets to Asheville, N. C.; Hot Springs, N. C.; Hot Springs, Va., and Southern Pines, N. C., which limit is six months from date of sale. Tickets to Southern Pines, N. C., sold prior to December 1, will be limited to May 31, 1906.

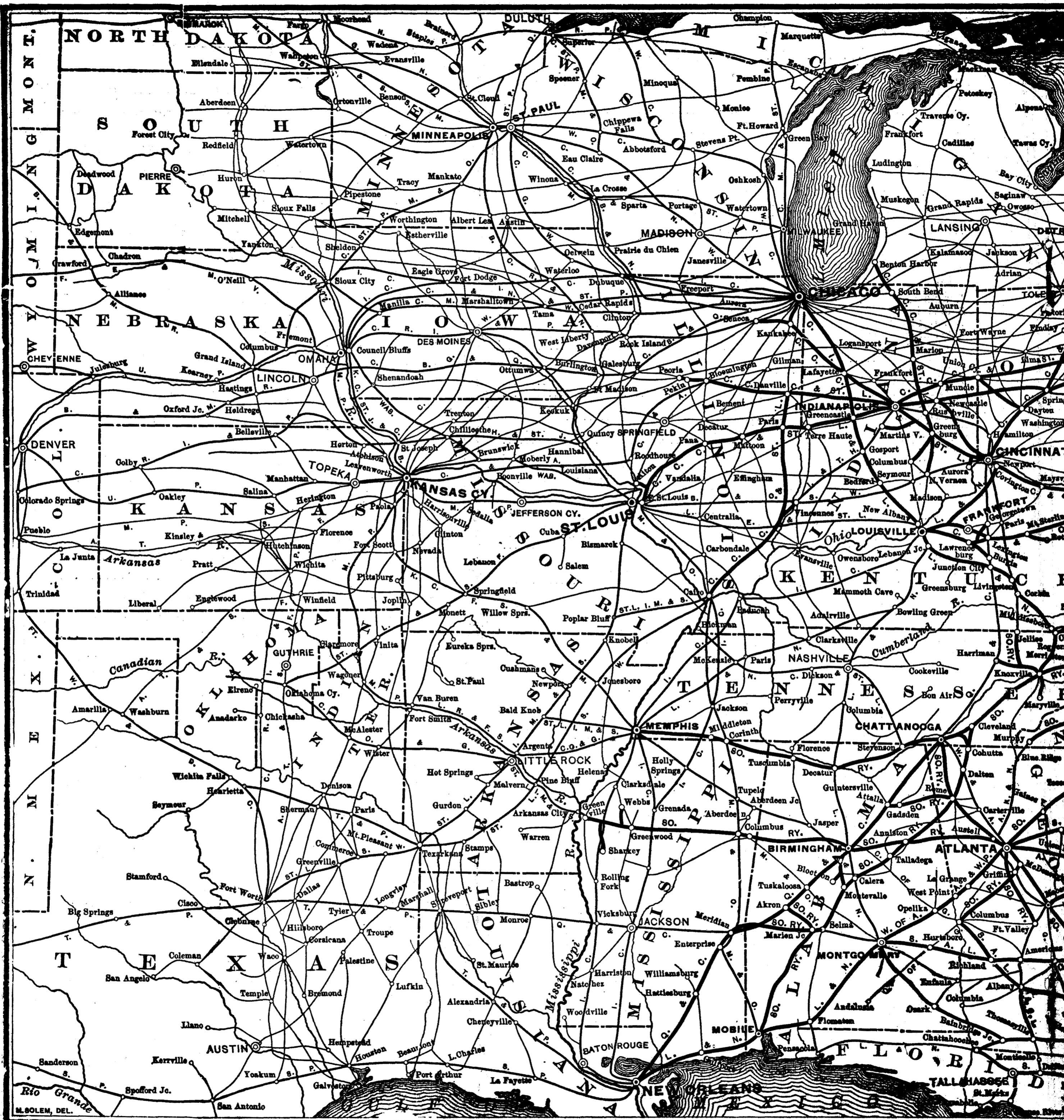
Tickets will be withdrawn from sale April 30, 1906. Tickets will be good going and returning by same route only.

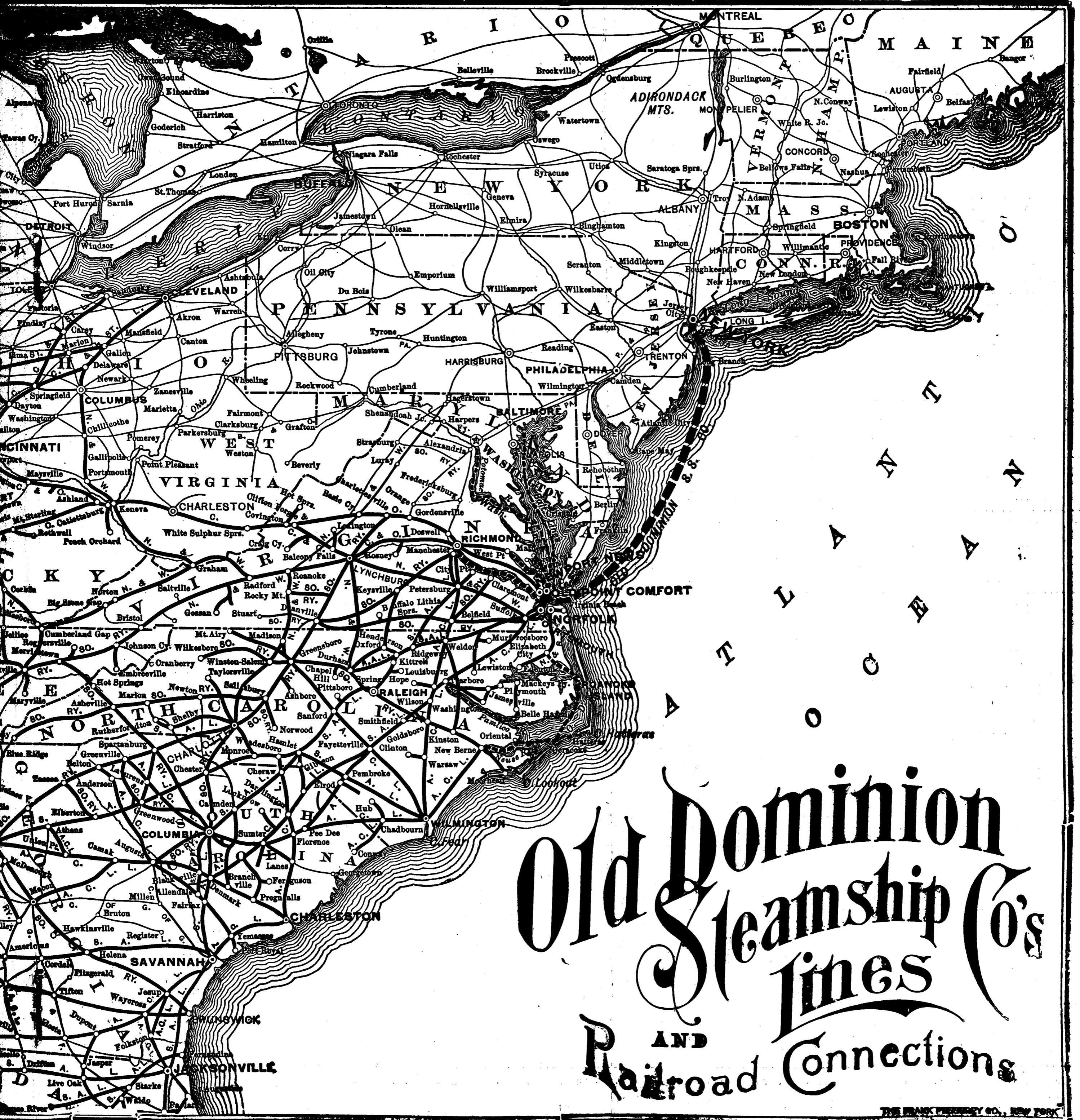
Tickets must be used within 15 days after purchase going south, and 15 days after stamped date coming north, except New Orleans, La., ticket, upon which the transit limit in each direction is 5 days.

Stop-overs may be permitted on tickets to points in North Carolina, South Carolina, Georgia and Florida within the going and returning limits, subject to the local regulations of the lines over which the tickets read, for which application should be made to the conductor.

Agents shall call the passengers' attention to the terms of contracts of tickets, having the same properly signed in ink by purchasers and affix their own signature as witness.

The above Excursion Rates include Meals and Stateroom Berth on Old Dominion Steamer.





Lookout

Old Dominion Steamship Lines AND Railroad Connections

THE FRANK MERRISPY CO., NEW YORK

OLD DOMINION LINE

MAIN LINE DIVISION.

Steamers sail from Pier 26, North River, foot of Beach Street, New York, every day except Sunday at 3 p. m. Time between New York and Old Point Comfort 18 hours; Norfolk, 19 hours.

Richmond (via James River), 39 hours; Richmond (via water and rail), 28 hours. Petersburg, 28 hours; between Norfolk and Washington, D. C., or Baltimore, Md., 12 hours.

Hours of Arrival and Departure of Steamships, Boats and Trains here given are subject to change WITHOUT FURTHER NOTICE.

SOUTH BOUND CONNECTIONS.

ATLANTIC COAST LINE RAILROAD—From Norfolk *8.40 A.M., †4.00 P.M. Time table, page 15.

BALTIMORE, MD.—Steamers of Bay Line or Chesapeake Line, leave Norfolk every evening except Sunday. Time table, page 15.

CHESAPEAKE AND OHIO RAILWAY—From Norfolk (Steamer to Newport News) *9.15 A.M., *4.30 P.M., and from Old Point Comfort *9.40 A.M. and 4.45 P.M. Time table, page 18.

HAMPTON, VA.—By electric car from Old Point Comfort or by steamer "Hampton Roads" from Norfolk. See page 14.

NEWPORT NEWS, VA., and Hotel Warwick—By electric car from Old Point Comfort, or by steamers "Hampton Roads," "Luray," "Berkeley," and "Brandon" from Norfolk. See page 14.

NORFOLK, VA.—See page 14 for steamer connections.

NORFOLK AND CAROLINA RAILROAD—See Atlantic Coast Line, page 17.

NORFOLK AND SOUTHERN RAILROAD—From Norfolk †8.33 A.M., 11.55 A.M., 4.45 P.M. Time table, page 18.

NORFOLK AND WESTERN RAILWAY—From Norfolk *7.40 A.M., *9.25 A.M., *4.30 P.M. for Petersburg and Richmond. Through trains leave Norfolk *7.40 A.M., *7.40 P.M. Connection at Bristol with Southern Railway system. Time table, page 17.

OCEAN VIEW, VA.—By electric car from Norfolk.

PETERSBURG, VA., via Norfolk—From Norfolk via Norfolk & Western Railway *7.40 A.M., *9.25 A.M., *4.30 P.M., *7.40 P.M. Time table, page 17.

RICHMOND, VA., via Norfolk via O. D. S. S. Co.'s Night Line new steamers "Berkeley" or "Brandon," every evening at 7 o'clock. See page 14.

RICHMOND, VA., via Norfolk or Old Point Comfort—From Norfolk (steamer to Newport News) *9.15 A.M., *4.30 P.M., or from Old Point Comfort via Chesapeake & Ohio Railway *9.40 A.M., 4.55 P.M. Time table, page 18.

RICHMOND, VA., via Norfolk—From Norfolk via Norfolk & Western Railway at *7.40 A.M., *9.25 A.M., *4.30 P.M.. Time table, page 17.

ROANOKE ISLAND AND ORIENTAL—From Norfolk via N. & S. R. R. for Elizabeth City, N.C. Time table, page 18. Steamer leaves Elizabeth City for Roanoke Island daily, except Sunday, at 1.45 P.M.

SOUTHERN RAILWAY via Norfolk—From Norfolk (by ferry) *9.30 A.M., *7.30 P.M. Time table, page 17.

SOUTHERN RAILWAY via Richmond—From Richmond *12.30 NOON, 11.30 P.M. Time table, page 17.

SEABOARD AIR LINE RAILWAY—From Portsmouth *9.25 A.M., *8.50 P.M. Time table, page 17.

SEABOARD AIR LINE RAILWAY, via Richmond—From Richmond *9.10 A.M., *2.20 P.M., *10.00 P.M. Time table, page 17.

VIRGINIA BEACH—From Norfolk, electric line cars leave every hour. Time table, page 18.

WASHINGTON, D. C.—Steamers of N. & W., D. C. S. B. Co. leave Norfolk and Old Point Comfort every evening. Time table, page 15.

WASHINGTON, N. C., via Norfolk—From Norfolk via Norfolk & Southern Railroad. Time table, pages 15 and 18.

Also via Atlantic Coast Line from Norfolk. Time table, page 17.

* Daily. † Daily, except Sunday.

NORTH BOUND.

Steamers sail from Company's wharf, Norfolk, Va., every day, except Sunday, at 7.00 p. m. for New York direct.

From OLD POINT COMFORT, HAMPTON, NEWPORT NEWS, ETC., passengers take Company's auxiliary steamers for Norfolk on week days, as per time table on page 14.

FROM RICHMOND, VA.

OLD DOMINION S. S. CO.'S ROUTE—NIGHT LINE.—Leave by new steamers "Berkeley" or "Brandon," daily, except Saturday, at 7.00 P.M., to connect with steamers sailing next evening from Norfolk.

CHESAPEAKE & OHIO R'Y ROUTE—Leave at 9.00 A.M. and 4.00 P.M. daily, except Sunday, to connect with steamers sailing same evening from Norfolk.

NORFOLK & WESTERN ROUTE—Leave at 9.00 A.M. and 3.00 P.M. daily, except Sunday, via R. & P. and N. & W. Railroads, to connect with steamer sailing same evening from Norfolk.

FROM PETERSBURG, VA.

Leave at 9.33 A.M. and 3.32 P.M. daily, except Sunday, via N. & W. R'y, to connect at Norfolk with steamers for New York.

FROM WASHINGTON, D. C.

Leave daily, except Saturday, via N. & W. D. C. S. B. Co., to connect with steamers sailing from Norfolk next evening,

FROM BALTIMORE, MD.

Leave daily, except Saturday and Sunday, via either Bay Line or Chesapeake Line, to connect with steamers sailing from Norfolk next evening.

OLD DOMINION LINE

VIRGINIA DIVISION.

**"BERKELEY," J. R. SHELLEY, Captain.
J. L. Pebworth, Chief Engineer.**

Thomas Parkinson, Steward.

"BRANDON," S. A. HARNEY, Captain.
W. E. Pearce, Chief Engineer.
W. B. Myers, Steward.

**"HAMPTON," W. L. MARTIN, Captain.
C. T. Hudson, Chief Engineer.
H. B. Folk, Purser.**

"LURAY," E. P. HENDERSON, Captain.
W. T. Tolloy, Chief Engineer.
T. J. Mann, Purser.

**"ACCOMACK," A. B. SWIFT, Captain.
H. RHODES, Chief Engineer.**

"MOBJACK," Geo. CAFFEE, Captain.
M. M. Gordon, Chief Engineer.
W. M. Holmes, Purser.

"HAMPTON ROADS," W. P. JOHNSON, Captain
and Purser.
H. L. Cockran, Chief Engineer.

**"VIRGINIA-DARE," B. S. MATTHEWS, Captain.
J. W. Hardester, Chief Engineer**

NORTH CAROLINA DIVISION.

'OCRACOKE,' A. W. GARD, Captain.
Geo. R. Jones, Chief Engineer.
T. M. Owens, Purser.

"NEWBERNE."

Time tables herein given are corrected monthly, but all connections and hours mentioned subject to change without further notice.

Between NORFOLK, FORT MONROE (Old Point Comfort) and HAMPTON

Read Down		Steamers "Mobjack" and "Luray"	Read Up	
Str. "Mobjack"	Str. "Luray"	Daily, except Sunday	Str. "Luray"	Str. "Mobjack"
6 30 am	11 15 am 4 15 pm	lv..O. D. Wharf, Norfolk..ar	10 10 am 3 10 pm	6 15 pm
7 00 am	11 30 am 4 30 pm	lv.Bay Line Wharf, Norfolk.ar	10 00 am 3 00 pm	6 00 pm
5 45 am	10 05 am 3 05 pm	lv.....Portsmouth....ar	10 05 am 3 05 pm	6 30 pm
8 00 am	12 30 am 5 30 pm 1 00 pm 6 00 pm	ar Ft. Monroe (Old Pt. Com.) lv ar.....Hampton.....lv	9 00 am 2 00 pm 8 15 am 1 30 pm	5 00 pm

Between NORFOLK, NEWPORT NEWS, and SMITHFIELD

Read Down		Daily, except Sunday.	Read Up	
Str. "H. Roads"	Str. "Hampton"		Str. "Hampton"	Str. "H. Roads"
6 40 am	2 40 pm	lv... Norfolk (O. D. Wharf)... ar	10 30 am	4 00 pm
6 55 am	2 45 pm	lv..... Portsmouth ar	10 15 am	.....
7 10 am	3 00 pm	lv.... Norfolk (B'y line)..... ar	10 00 am	.....
9 00 am	4 00 pm	ar.. Newport News (Pier A) .. lv	9 00 am	2 30 pm
10 10 am	5 00 pm	ar..... Battery Park lv	.....	flag
10 40 am	5 30 pm	ar..... Smithfield..... lv	7 45 am	1 00 pm

Between
NORFOLK NEWPORT NEWS and RICHMOND

Read Down	Daily, including Sunday, Steamers "Berkeley" and "Brandon"	Read Up
7 00 pm	lv.....Norfolk	ar
8 30 pm	lv.....Newport News ..	ar
6 00 am	ar.....Richmond.....	lv

Between
NORFOLK, GLOUCESTER and MATHEWS COUNTIES

Steamer "Mobjack"	Mon. Wed. and Fri.	Tues. Thurs. and Sat.
Lv. Norfolk (O. D. Wharf).....	6 30 am	6 30 am
Lv. Portsmouth (North St. Wharf).....	6 45 am	6 45 am
Lv. Norfolk (Bay Line Wharf).....	7 00 am	7 00 am
Lv. Old Point.....	8 00 am	8 00 am
Lv. Philpot's Wharf, East River.....	10 00 am	10 00 am
Lv. Williams' Wharf, East River.....	10 15 am	10 15 am
Lv. Hicks' Wharf, East River.....	10 30 am	10 30 am
Lv. Diggs' Wharf, East River.....	11 00 am	11 00 am
Lv. Roane's Wharf, Ware River.....	.....	12 00 n'n
Lv. Smith's Wharf, Ware River.....	.....	12 20 pm
Lv. Hockley, Ware River.....	.....	12 40 pm
Lv. Auburn Wharf, North River.....	12 00 n'n	.....
Lv. Dixondale, North River.....	12 15 pm	.....
Lv. Severn Wharf, Severn River.....	1 00 pm	.....
Lv. Old Point Government (Wharf).....	5 00 pm	5 00 pm
Ar. Norfolk (Bay Line Wharf).....	6 00 pm	6 00 pm
Ar. Norfolk (O. D. Pier No. 1).....	6 15 pm	6 15 pm
Ar. Portsmouth (North St. Wharf).....	6 30 pm	6 30 pm
Ar. Norfolk (Old D. Pier No. 3).....	6 45 pm	6 45 pm

Between
NORFOLK, SUFFOLK and NANSEMOND RIVER POINTS

Read Down	Steamer "Accomack" Daily, except Sunday.	Read Up
3 00 pm	lv..... Norfolk (O.D. Wharf)..... ar	12 30 pm
3 10 pm	lv..... Portsmouth..... ar	12 15 pm
.....	lv..... Norfolk (Bay Line Wharf)..... ar	12 00 m
.....	ar..... Lee's Wharf..... lv	.....
.....	ar..... Temporarily closed, Nix's Wharf..... lv	.....
.....	ar..... Gaskin's Wharf..... lv	.....
.....	ar..... Ferry Point Wharf..... lv	.....
.....	ar..... Sleepy Hole Wharf	lv
.....	ar..... Goodwin's Wharf..... lv	.....
.....	ar..... Trotman's Wharf..... lv	.....
.....	ar..... Wilroy's Wharf..... lv	.....
.....	ar..... Swift's Wharf..... lv	.....
.....	ar..... Kyle's Wharf..... lv	.....
.....	ar..... Oliver's Wharf..... lv	.....
7 00 p.m	ar..... Suffolk..... lv	8 00 am

(see page 15 for further connections)

Read Down	Between BELHAVEN and NEWBERNE	Read Up
Daily except Sunday	Daily except Saturday	
11 55 am	Norfolk via N. & S. R. R. ar	2 00 pm
6 00 pm	lv..... Belhaven..... lv	8 30 am

10 30 pm	ar..... Oriental..... lv	8 30 pm
8 00 am	ar..... Newberne..... lv	6 00 pm

Steamer leaves Elizabeth City daily, except Sunday, at 1 45 p.m., for Roanoke Island, and leaves Roanoke Island daily, except Monday, at 5 a.m.

NORFOLK & SOUTHERN RAILROAD

Read Down	Between WASHINGTON and TAR RIVER POINTS	Read Up
Week Days	* Steamer "R. L. Myers"	Week Days
6 00 am	lv..... Washington, N. C. ar	5 00 pm
.....	ar..... Clark's Landing..... lv	.....
.....	ar..... Laughinghouse Fishery..... lv	.....
.....	ar..... Grimes Landing..... lv	.....
.....	ar..... Avon Mills..... lv	.....
.....	ar..... Boyds Ferry..... lv	.....
.....	ar..... Mud Pond..... lv	.....
.....	ar..... Yankee Hall..... lv	.....
.....	ar..... Pactolus..... lv	.....
.....	ar..... Avon Wharf..... lv	.....
.....	ar..... Warren Road..... lv	.....
.....	ar..... Bucks Barn..... lv	.....
.....	ar..... Hudson Landing..... lv	.....
.....	ar..... Tafts Landing..... lv	.....
.....	ar..... Farmers Landing..... lv	.....
.....	ar..... Barbers Landing..... lv	.....
.....	ar..... Old Cypress..... lv	.....
.....	ar..... Red Bank..... lv	.....
11 00 am	ar..... Greenville..... lv	12 00 n'n

* Stops at points given on signal.

NORFOLK & SOUTHERN RAILROAD

Read Down	Between BELHAVEN and WASHINGTON	Read Up.
Steamer 'Hatteras' Tues., Thur. and Sat.	Steamer 'Hatteras' Mon., Wed, and Fri.	
5 00 am	lv..... Belhaven.... ar	4 00 pm
S	ar..... Makelyville	S
.....	ar.....	.....
S	ar..... Aurora..... lv	S
S	ar..... South Creek..... lv	S
S	ar..... Bayside..... lv	S
3 00 pm	ar..... Washington..... lv	6 00 am

S Stops for freight and passengers.

NORFOLK & WASHINGTON, D. C., STEAMBOAT COMPANY

Steamers leave Portsmouth, Va., 5.00 p.m., Norfolk, Va., 6.00 p.m., Fort Monroe, Va., 7.00 p.m. Steamers leave Washington, D. C., 6.30 p.m. daily.

Full information can be obtained at offices of company, foot of Seventeenth Street, Washington, D. C., or Old Dominion Steamship Co., Pier 26, North River, New York.

VIRGINIA NAVIGATION COMPANY

JAMES RIVER DAY LINE

Steamer "Pocahontas" leaves Norfolk 7.00 a.m., and Old Point 8.00 a.m. on Tuesdays, Thursdays and Saturdays. Leave Richmond 7.00 a.m. on Mondays, Wednesdays and Fridays.

Full information can be obtained at office of Company, Richmond, Va., or Old Dominion Steamship Company, Pier 26, North River, New York.

BALTIMORE STEAM PACKET COMPANY

"BAY LINE"

Steamers for Baltimore leave Portsmouth 5.40 p.m., Norfolk 6.20 p.m., Old Point Comfort 7.30 p.m., and from "Bay Line" Piers, 10-13 Light Street, Baltimore, 6.30 p.m. daily, (except Sunday) direct for the South.

Full information can be obtained at office of Company, Baltimore, Md., or Old Dominion Steamship Company, Pier 26, North River, New York.

CHESAPEAKE STEAMSHIP COMPANY

"CHESAPEAKE LINE"

Steamers "Augusta" and "Atlanta" leave Norfolk, from foot of Fayette and Jackson Sts., 6.00 p.m., Old Point Comfort, 7.00 p.m., arriving Baltimore 7.00 a.m., and leave Baltimore from Piers 18 and 19, Light St., 6.30 p.m. daily, except Sunday; arrive Old Point Comfort 6.00 a.m., Norfolk 7.15 a.m.

Full information can be obtained at office of Company, No. 530 Light St., Baltimore, Md., or Old Dominion Steamship Company, Pier 26, North River, New York.

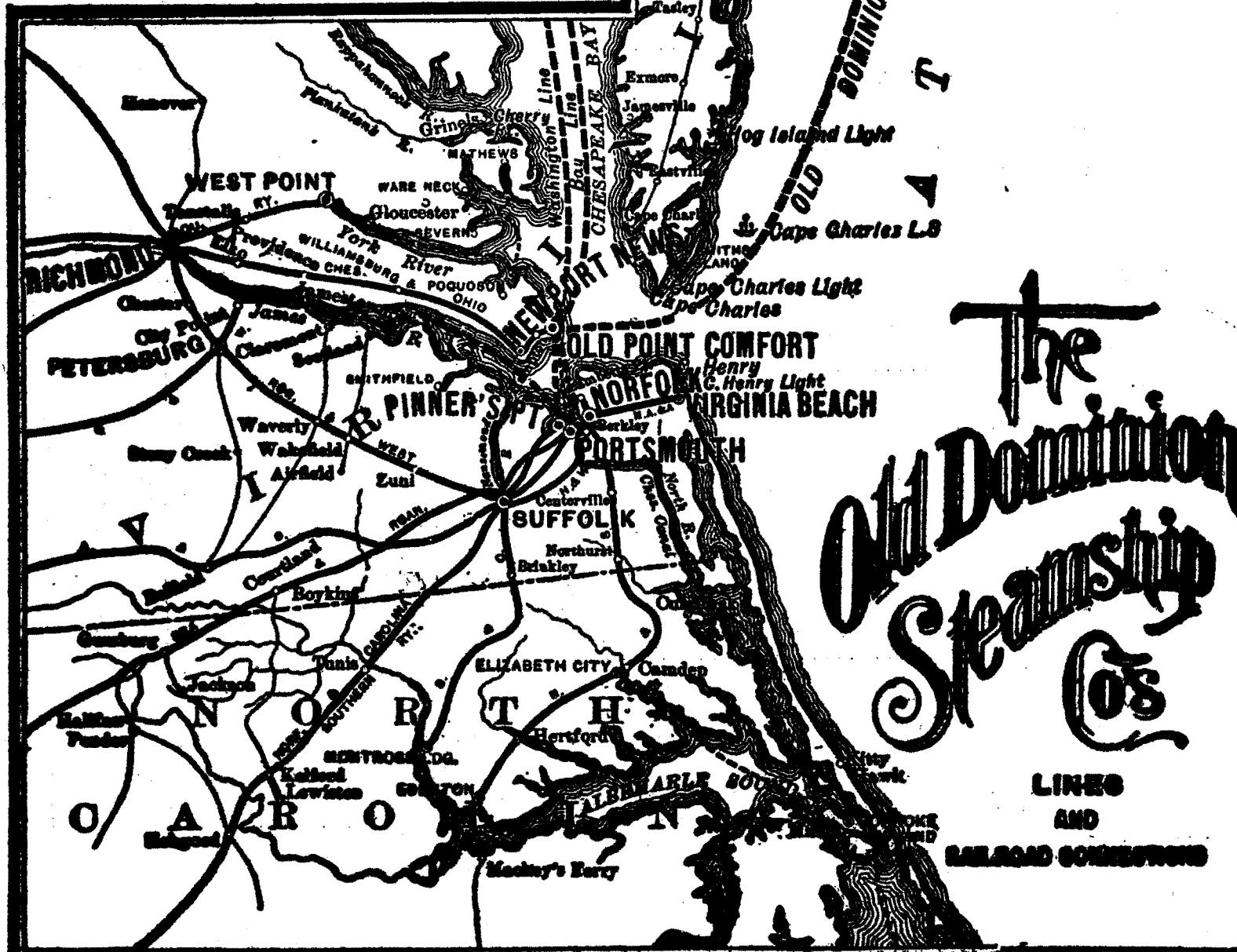
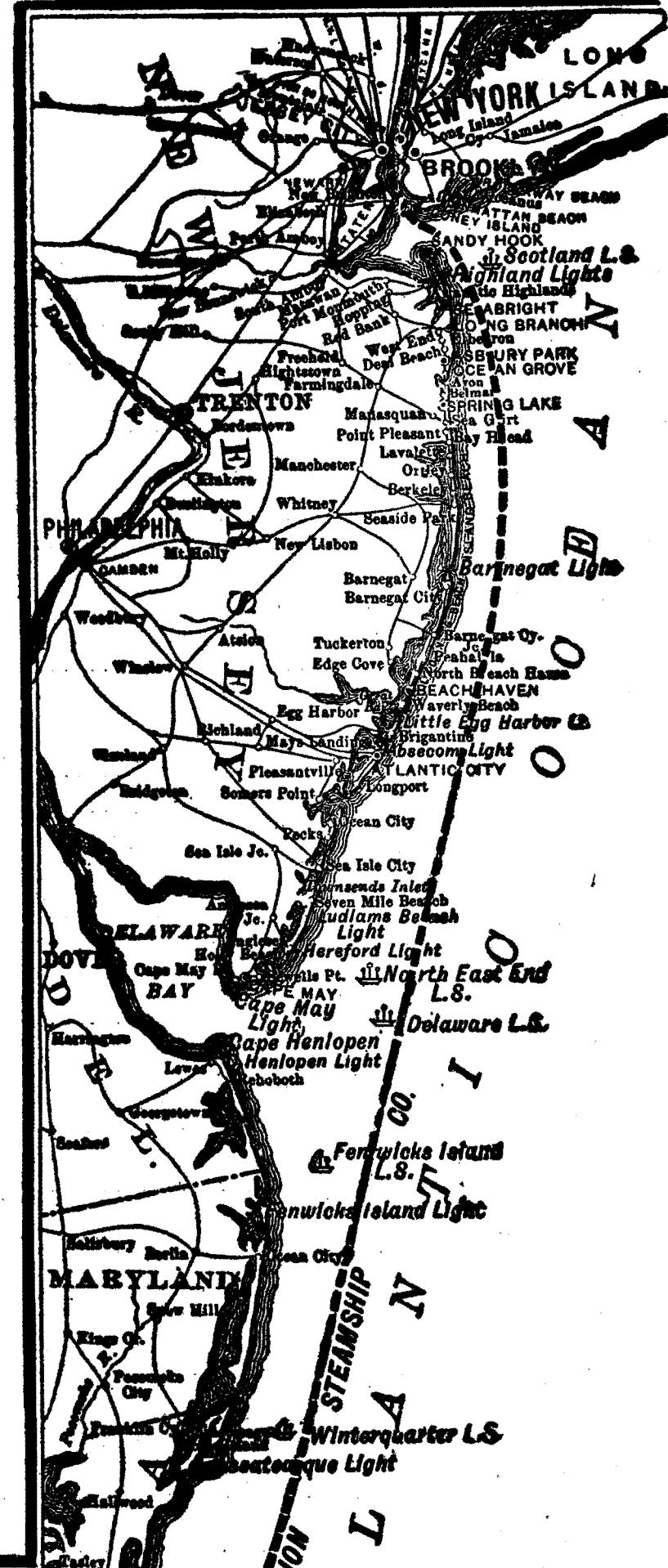
TIME TABLE OF OLD DOMINION STEAMSHIPS

NEW YORK TO NORFOLK

Lv.	New York	Miles	3 00 pm
Pass	Battery	...	3 12 pm
"	Romer Light	16	4 10 pm
"	Sandy Hook	17	4 20 pm
"	Scotland L. Ship	20	4 38 pm
"	Highlands	24	4 44 pm
"	Long Branch	31	5 09 pm
"	Asbury Park	36	5 26 pm
"	Belmar	39	5 35 pm
"	Barnegat	69	7 15 pm
"	Little Egg Harbor	90	8 30 pm
"	Absecom	102	9 10 pm
"	N. E. End L. Ship	131	10 45 pm
"	Delaware L. Ship	141	11 20 pm
"	Fenwick Is. L. Ship	169	12 58 am
"	Winter Qr. L. Ship	205	3 00 am
"	Chincoteague	216	3 30 am
"	Hog Island	257	6 00 am
"	Cape Chas. L. Ship	276	7 03 am
"	Smith's Is. Buoy	280	7 19 am
"	Cape Henry	294	8 00 am
"	Tail of Horseshoe	298	8 15 am
"	Thimbles	308	8 44 am
Ar.	Old Point	312	9 00 am
	Norfolk	325	10 30 am

NORFOLK TO NEW YORK

Lv.	Norfolk	Miles	7 00 pm
Pass	Old Point	13	8 00 pm
"	Thimbles	17	8 25 pm
"	Tail of Horseshoe	27	9 01 pm
"	Cape Henry	31	9 13 pm
"	Smith's Is. Buoy	45	9 53 pm
"	Cape Chas. L. Ship	49	10 15 pm
"	Hog Island	68	11 18 pm
"	Chincoteague	109	1 30 am
"	Winter Qr. L. Ship	120	2 00 am
"	Fenwick Is. L. Ship	156	4 12 am
"	Delaware L. Ship	184	5 50 am
"	N. E. End L. Ship	194	6 34 am
"	Absecom	223	8 10 am
"	Little Egg Harbor	235	8 40 am
"	Barnegat	256	10 10 am
"	Belmar	286	11 45 am
"	Asbury Park	289	11 54 am
"	Long Branch	294	12 10 pm
"	Highlands	301	12 31 pm
"	Scotland L. Ship	305	12 42 pm
"	Sandy Hook	308	12 57 pm
"	Romer Light	309	1 07 pm
"	Battery	...	2 00 pm
Ar.	New York	325	2 30 pm



OLD DOMINION LINE

FARES

Between NEW YORK and

BALTIMORE, MD., limit three days.....	\$8 50
" Round trip, limit 11 days.....	15 00
" Round trip, via O. D. S. S. Co., Bay Line or Chesapeake Line, and B. & O. or Penna. R. R., limit 11 days.....	15 00
Meals and stateroom between Norfolk and Baltimore extra.	
NEWPORT NEWS, VA.....	8 00
" Round trip, limit 30 days.....	14 00
NEWBERNE, N. C.....	10 00
Meals between Elizabeth City and Belhaven extra.	
NORFOLK, VA.....	8 00
" Round trip, limit 30 days.....	14 00
" Round trip, via O. D. S. S. Co. & N. Y., P. & N., and Penna. R. R., limit 11 days.....	15 00
OLD POINT COMFORT (Fort Monroe).....	8 00
" Round trip, limit 30 days.....	14 00
" Round trip, via O. D. S. S. Co. & N. Y., P. & N., and Penna. R. R., limit 11 days.....	15 00
" Round trip, via O. D. S. S. Co., Bay Line or Chesapeake Line and B. & O. R. R., or Penna. R. R., limit 11 days.....	15 00
" Round trip, via O. D. S. S. Co., Norf. & Wash. S. B. Co. and B. & O. R. R., or Penna. R. R., limit 11 days.....	15 00
PETERSBURG, VA., via Norfolk & Western R'y, limit 3 days.....	9 00
" Round trip, limit 30 days.....	15 00
PORTSMOUTH, VA.....	8 00
" Round trip, limit 30 days.....	14 00
RICHMOND, VA., via James River.....	9 00
" Round trip, limit 30 days.....	15 00
via rail from or to Newport News or Old Point Comfort, limit 3 days.....	9 00
" Round trip, via rail from or to Newport News or Old Point Comfort, limit 30 days.....	15 00
via rail from or to Norfolk, limit 3 days.....	9 00
" Round trip, via rail from or to Norfolk, limit 30 days.....	15 00
Round trip, via rail from or to Norfolk or Old Point Comfort, returning via James River, limit, 30 days.....	15 00
" Round trip, via James River or rail from Norfolk or Old Point Comfort, returning all rail via Washington, limit 11 days...	18 50
ROANOKE, ISLAND, N. C.....	8 70
No round trip. Meals between Elizabeth City and Roanoke Island extra.	
VIRGINIA BEACH.....	8 50
" Round trip, limit 30 days.....	14 50
WASHINGTON, D. C., via Norfolk & Washington Steamboat Co. to or from Norfolk. Meals and stateroom between Norfolk and Washington extra. Limit 3 days..	8 75
" Round trip, limit 11 days.....	15 00
" Round trip, via O. D. S. S. Co., N. & W. S. B. Co. and B. & O. or Penna. R. R., limit 11 days.....	15 00
Same, but including side trip, Norfolk to Richmond and return to Norfolk.....	20 00
Meals and stateroom between Norfolk and Washington extra.	
WASHINGTON, N. C., via N. & S. R. R. and Belhaven, N. C.....	10 25

All the above-mentioned rates include meals and berth in stateroom on Old Dominion Steamer.
For Special Excursion Tickets, including hotel privileges, see "Short Sea Trips."

INFORMATION FOR PASSENGERS

STATEROOM RESERVATIONS can be secured two weeks in advance of sailing date, but should be claimed by 10.00 A. M. on date of departure, or they will be assigned to other applicants, if needed.

FOR SOUTHBOUND RESERVATIONS, write, telegraph or telephone Company's Ticket Office, Pier 26, North River, foot of Beach St., New York. (Telephone 1580 Franklin.)

FOR NORTHBOUND RESERVATIONS, communicate with offices of Company at Norfolk, Old Point Comfort, Petersburg and Richmond, Va.

WHOLE STATEROOMS may be secured by one passenger upon the payment of \$6 one way or \$10 for the round trip additional.

THE CHARGE for bedstead rooms will be as follows: For one adult, 2 full fares, for 2 adults, 2 full fares and \$2.

The charge for Room A, with bath on S. S. "Monroe," will be for one adult, two full fares; for two adults, two full fares and \$5.00. Rooms 1 and 30: for one adult, two full fares, for two adults, two full fares and \$2.

ON GOING ABOARD STEAMER, passenger will show to the Inspector at the gangway transportation ticket, in order to determine whether the passenger has been registered, and number of stateroom berth endorsed thereon. Passenger should then proceed to the Steward's Office and on presentation of ticket key to room will be furnished.

THROUGH TICKETS sold and baggage checked to all points in connection with other lines.

FIRST-CLASS TICKETS include meals and stateroom berth on Old Dominion Main Line Steamers.

UNUSED PORTIONS OF TICKETS will be redeemed and their value paid to the original purchaser, but subject to the charge of first-class ticket rates for distance traveled.

CHILDREN, between the ages of five and twelve years, when accompanied by parents or guardians, half the regular rates. Children under twelve years not carried when alone. Children three years of age and under five will be charged fifty cents for each meal.

DOGS AND BICYCLES, accompanying passengers, carried free on Old Dominion Line.

BAGGAGE, consisting of wearing apparel, to the extent of 150 pounds, will be checked free on each full ticket; 75 pounds on each half ticket, subject to conditions printed on ticket.

SMALL STEAMER TRUNKS will be allowed in stateroom on request of passenger, provided passenger occupies room alone.

DELIVERY OF BAGGAGE should be made at least thirty minutes before sailing hour, to insure forwarding on same steamer with passenger.

STORAGE CHARGES on baggage remaining on hand more than twenty-four hours at either New York or Norfolk are as follows: Twenty-five cents per piece for the second day or fraction thereof, and 10 cents for each succeeding day or fraction thereof. Maximum charge for one month \$1.00. Baggage received on days preceding Sundays and legal holidays will be held for forty-eight hours without charge.

PACKAGES AND PARCELS may be checked in baggage-room on piers at either New York or Norfolk, the following charges being made: Ten cents for the first twenty-four hours and five cents for each twenty-four hours or fraction thereof.

LOST ARTICLES found on steamers will be turned in to the Storekeeper of the Company, at Norfolk, Va., to whom applications for same should be made.

BOOKS FOR USE OF PASSENGERS will be found in libraries in the reading rooms of steamships. Same can be obtained by applying to the Stewardess, to whom they should be returned before leaving steamer.

PUBLIC TELEPHONES

Booths and operator will be found in the ticket office on Company's Pier 26, North River.

Full information regarding time-tables, schedules, tickets, baggage, etc., can be obtained at the Steward's office on board steamers.

BAGGAGE EXPRESS

For the convenience and protection of its patrons the OLD DOMINION LINE has arranged with the American Express Company to deliver baggage to the following places, and stewards and baggage agents will act as their agents and are authorized to issue their receipts therefor.

To railroad and Steamboat Connections on the North River, from the Battery to and including W. 10th St.....	Trunk	Valise	Bicycles and Baby Carriages
From the Battery to all points in Manhattan.....	40	25	50
From the Battery to all points in the Bronx.....	50	25	50

Brooklyn, South to 27th St., East to Broadway and Fulton St., and North to Newton Creek.....	Trunk	Valise	Bicycles and Baby Carriages
Flatbush, East New York or Fort Hamilton.....	75	75	75
Jersey City, Hoboken, Greenville, Bayonne, Jersey City Heights, Hoboken Heights, W. Hoboken, Guttenburg, Union Hill and Weehawken.....	50	50	50
All points on Staten Island.....	75	75	75

Passengers from Richmond can have their baggage checked through from hotels or residence to hotels or residence in New York by applying to the office of Old Dominion Line, 808 East Main Street, or to the Richmond Transfer Company. Also from Norfolk and Old Point Comfort by applying to offices of Old Dominion Line.

CARRIAGES

Likewise for the convenience and protection of its patrons, the Company has arranged with a responsible liverymen to furnish clean, comfortable carriages to passengers upon arrival of steamers at New York, for which the following legal rates will be charged:

\$1.00 for first mile or part thereof.
.40 for each additional half-mile.
For stops, at the rate of \$1.50 per hour.

Agent will be found at foot of gangway on arrival.

The Company cannot undertake to exercise any control over carriage or baggage agents or drivers operating outside its landing place.

OLD DOMINION S. S. CO.

ORGANIZED 1867.

General Offices

81-85 Beach St., cor. of West St., New York.

W. L. GUILLAUME..... President and Gen. Manager
H. B. WALKER..... Vice-President
E. E. PALEN..... Secretary and Auditor
C. G. AHLSTROM..... Asst. Sec'y and Asst. Treas.
DOWNER ADAMS..... Treasurer

OPERATING DEPARTMENT

W. L. Guillaudeu..... Preident and General Manager
H. B. Walker..... Vice-President
Capt. James Leyland..... Supt. Main L. Div., New York
Capt. C. A. Earnest..... Supt. Va. & N. C. Div., Norfolk, Va.
Ford Kniskern.... Asst. Supt. M in Line,
Virginia & N. C. Div., Norfolk, Va.
H. C. Huggins..... Superintending Engineer
F. L. Savage..... Commissary
Allen DuBois..... Fleet Stewar
J. B. Lewelling..... Paymaster

TRAFFIC DEPARTMENT

H. B. WALKER..... Traffic Manager
W. L. Woodrow..... General Freight Agent
J. J. Brown..... General Passenger Agent
John Nochol..... Freight Claim Agent, Norfolk, Va.
R. R. Window..... Traveling Passenger Agent
D. W. Forrest..... Traveling Passenger Agent
A. Barnett..... General Agent
P. McDonnell..... Emigrant Agent
D. J. Weisiger..... Southern Agent, Atlanta, Ga.
Sam C. Porter..... Trav. Fgt. & Pass. Agt., Atlanta, Ga.
G. A. Nolting, Jr.... T. F. & Pass. Agt., Richmond, Va.
J. L. Young, Jr.... Trav. Fgt. & Pass. Agt., Norfolk, Va.
C. H. Jackson..... Soliciting Agent, New York
Edwin Shutes..... Traveling Freight Agent
T. G. Boswell..... City Ticket Agent, Richmond, Va.

AGENCIES

G. T. NEWBURY, Agent. Pier 26, North River, New York
JOHN NICHOL { Acting General Agent, Norfolk, Ports-
moufh, Newport News, Va., etc.
JOHN F. MAYER, { Agent, Foot of Ash St. (Rockets),
Richmond, Va.
J. M. GALLAGHER..... Agent, Petersburg, Va.
W. H. Mayer..... Agent, Old Point Comfort, Va.
Frank G. Roche..... Hampton, Va.
H. C. Parker..... Smithfield, Va.
W. J. Norfleet..... Suffolk, Va.
C. C. Midgett..... Roanoke Island, N. C.
B. F. Stearn..... Belhaven, N. C.
George Henderson..... Newbern, N. C.

Southern Railway

Read Down		Corrected December, 1905.		Read Up	
*7 30 pm	*9 30 am	lv.....	Norfolk.....	ar	8 35 am
3 45 am	5 30 pm	ar.....	Danville.....	lv	5 35 pm
11 30 pm	12 30 pm	lv.....	Richmond.....	ar	12 35 am
4 20 am	6 11 pm	ar.....	Danville.....	lv	9 15 am
3 53 am	6 51 pm	ar.....	Greensboro.....	lv	3 35 pm
7 07 am	8 30 pm	ar.....	Salisbury.....	lv	2 27 am
8 30 am	9 45 pm	ar.....	Charlotte.....	lv	7 10 am
11 31 am	12 30 am	ar.....	Spartanburg.....	lv	5 17 am
12 25 pm	1 30 am	ar.....	Greenville.....	lv	4 00 am
3 55 pm	5 10 am	ar.....	Atlanta.....	lv	.....
9 20 pm	10 55 am	ar.....	Montgomery.....	lv	12 00 n'n
2 55 am	4 12 pm	ar.....	Mobile.....	lv	6 55 am
7 15 am	8 15 pm	ar.....	New Orleans.....	lv	12 40 n't
4 15 pm	7 00 am	lv.....	Atlanta.....	ar	8 15 pm
9 15 pm	12 01 pm	ar.....	Birmingham.....	lv	11 40 am
2 45 am	10 15 pm	ar.....	Meridian.....	lv	6 40 am
8 45 am	8 45 am	ar.....	New Orleans.....	lv	1 25 am
4 15 pm	7 00 am	lv.....	Atlanta.....	ar	7 30 pm
9 15 pm	12 01 pm	ar.....	Birmingham.....	lv	11 40 am
7 15 am	8 05 pm	ar.....	Memphis.....	lv	6 40 am
8 33 am	9 50 pm	lv.....	Charlotte.....	lv	8 45 pm
12 05 pm	1 05 am	ar.....	Columbia.....	lv	10 33 pm
3 05 pm	9 20 am	ar.....	Aiken.....	lv	7 00 pm
3 30 pm	9 50 am	ar.....	Augusta.....	lv	4 02 pm
8 15 pm	7 30 am	ar.....	Charleston.....	lv	3 30 pm
4 00 pm	4 50 am	ar.....	Savannah.....	lv	10 05 am
8 20 pm	9 00 am	ar.....	Jacksonville.....	lv	6 05 am
1 40 pm	1 15 am	ar.....	Asheville.....	lv	4 02 pm
2 37 pm	1 31 am	ar.....	Hot Springs.....	lv	10 30 pm
10 05 pm	7 50 am	ar.....	Chattanooga.....	lv	7 30 am
8 20 am	7 10 pm	ar.....	Memphis.....	lv	5 00 pm
6 35 am	6 55 pm	ar.....	Nashville.....	lv	1 20 pm
					12 15 am
					9 10 am
					7 55 pm
					3 35 pm
					12 45 pm
					5 35 am
					8 00 pm
					*9 30 pm

* Daily. †Daily, except Sunday. Pullman Drawing Room Sleeping Car, Norfolk to Charlotte, arriving Charlotte 9.55 am. Pullman D. R. Sleeping Car, Richmond to Charlotte, arriving Charlotte 8.30 am.

Full information can be obtained at offices of Southern R'y, 271 or 1185 Broadway, or **Old Dominion Steamship Co., Pier 26, North River, New York.**

Atlantic Coast Line Railway

Read Down		Corrected to January 8, 1906 *Daily. +Week Days.	Read Up	
No. 89	No. 103 & 85		No. 102 & 82	No. 80
*8 40 am	+4 00 pm	lv.....Norfolk.....ar	+1 00 pm	*5 55 pm
9 45 am	5 06 pm	ar.....Suffolk.....ar	11 58 am	4 49 pm
12 15 pm	7 27 pm	ar.....Tarboro.....ar	9 33 am	2 33 pm
12 45 pm	7 54 pm	ar.....So. Rocky Mount.....lv	9 08 am	2 10 pm
3 10 pm	9 30 pm	ar.....Goldsboro.....lv	+7 35 am	*12 25 pm
6 00 pm	10 05 am	ar.....Wilmington.....lv	6 50 pm	*9 25 am
+6 20 pm	.....	ar.....Washington, N. C.....lv	.....	+8 00 am
*1 30 pm	11 10 pm	lv.....So. Rocky Mount.....ar	12 38 am	3 25 pm
2 05 pm	11 32 pm	ar.....Wilson.....lv	12 11 pm	2 50 pm
2 05 pm	11 32 pm	lv.....Wilson.....ar	12 11 pm	2 50 pm
4 50 pm	1 40 am	ar.....Fayetteville.....lv	10 10 pm	12 30 pm
7 55 pm	3 55 am	ar.....Florence.....lv	8 00 pm	9 45 am
10 55 pm	10 55 am	ar.....Columbia.....lv	4 55 pm	6 45 am
11 40 pm	6 50 am	ar.....Charleston.....lv	5 20 pm	6 15 am
2 50 am	9 05 am	ar.....Savannah.....lv	1 05 pm	1 35 am
*3 15 am	*9 15 am	*2 45 pm lv Savannah ar 9 35 pm	12 55 pm	1 15 am
10 20 am	4 20 pm	ar.....Thomasville.... lv	6 15 am	2 35 pm
8 40 am	1 40 pm	8 40 pm ar Jacksonville lv *3 30p m	8 50 am	8 05 pm
9 10 am	2 00 pm	9 00 pm lv Jacksonville.....ar	7 55 am	7 00 pm
6 55 pm	11 05 pm	7 55 am ar Tampa..... lv	*8 40 pm	*9 00 am
9 10 am	.....	lv.....Jacksonville .....ar	.....	6 15 pm
9 35 pm	.....	ar .. St. Petersburg.....lv	.....	*5 50 am
9 15 pm	11 20 am	ar.....Punta Gorda .. ....lv	*4 05 pm	6 45 am
10 35 pm	12 40 pm	ar.....Fort Myers.....lv	2 45 pm	*5 30 am
9 20 am	4 20 pm	lv.....Jacksonville.....ar	8 40 am	7 30 pm
10 30 am	5 30 pm	ar.....St. Augustine.....lv	7 40 am	6 20 pm
8 06 pm	4 20 am	ar.....Palm Beach.....lv	10 45 pm	8 30 am
10 55 pm	7 30 am	ar.....Miami.....lv	8 20 pm	*6 00 am

BETWEEN AUGUSTA MACON ATLANTA

BETWEEN AUGUSTA, MACON, ATLANTA						
Sleeper So. Rocky Mount 10 Augusta.	*4 05 am 5 15 am 6 36 am 9 15 am 10 00 pm	lv..... ar..... ar..... ar..... ar.....	Florence..... Sumter..... Ora geburg..... Augusta..... Macon.....	ar lv lv lv lv	7 40 6 30 25 pm 25 pm 20 am	Pullman car Augusta to So. Rocky Mount.
	8 15 pm	ar.....	Atlanta.....	lv	*7 55 am	

No. 89—Pullman Cars from South Rocky Mount to Jacksonville, Fla.
No. 85—Dining Car South Rocky Mount to Jacksonville and Sleeping Cars to Tampa.
Full information can be obtained at A.C.L. Office, 1161 Broadway, N.Y., or at office of
Old Dominion S. S. Co., Pier 26, N. R., N. Y.

Seaboard Air Line Railway

Read Down			Corrected to December, 1905			Read Up		
No. 31	No. 41	No. 43				No. 66	No. 38	No. 34
*8 50 pm	*9 25 am	*9 25 am	lv...Portsmouth...ar			5 30 pm	5 30 pm	8 00 am
10 00 pm	9 10 am	2 20 pm	lv...Richmond...ar			4 55 pm	5 30 pm	6 15 am
1 05 am	1 20 pm	5 10 pm	ar....Norlina....lv			1 45 pm	1 45 pm	3 35 am
1 49 am	2 10 pm	5 42 pm	.....Hendersen.....			*1 07 pm	*12 37 pm	*2 50 am
+9 00 am	+4 05 pm	.....	.....Durham.....			+10 30 am	+10 30 am	.....
*3 20 am	*3 50 pm	7 10 pm	.....Raleigh.....			11 45 am	10 55 am	1 10 am
5 38 am	6 16 pm	9 10 pm	So.Pines—Aberdeen			9 45 am	8 30 am	11 06 pm
F 5 52 am	6 30 pm	F 9 13 pm	..(Pinehurst Junc.).			F 9 35 am	8 15 am	F10 58 pm
.....	6 40 pm	.....	.....Pinebluff.....			.....	8 08 am	.....
*7 30 am	10 15 pm	10 15 pm	lv....Hamlet....ar			8 35 am	7 10 am	10 00 pm
9 50 am	12 24 am	12 24 am	ar....Camden....lv			6 25 am	6 25 am	7 49 pm
10 50 am	1 25 am	1 25 am	.....Columbia.....			5 30 am	5 30 am	6 55 pm
2 20 pm	4 45 am	4 45 am	.....Savannah.....			12 10 am	12 10 am	1 15 pm
6 50 pm	8 55 am	8 55 am	....Jacksonville....			7 50 pm	7 50 pm	9 00 am
6 45 am	6 35 m	6 35 pm	ar....Tampa. . lv			8 30 am	8 30 am	9 00 pm
9 53 am	10 45 pm	.....	ar....Charlotte...lv			5 01 am	5 01 am	*7 23 pm
7 25 am	10 15 pm	.....	lv....Hamlet....ar			7 10 am	.....	10 10 pm
9 00 am	12 01 am	.....	lv....Monroe....ar			5 35 am	.....	8 30 pm
10 12 am	1 18 am	.....	.....Chester.....			4 10 am	.....	7 14 pm
11 29 am	2 45 am	.....	.....Clinton.....			2 45 am	.....	6 00 pm
12 15 pm	3 35 am	.....	.....Greenwood.....			2 00 am	.....	5 17 pm
2 27 pm	6 08 am	.....	.....Athens.....			11 23 pm	.....	3 03 pm
4 40 pm	8 40 am	.....	ar....Atlanta .lv			*9 00 pm	E. Time	*1 00 pm
9 10 pm	1 30 pm	.....	....Birmingham....			2 10 pm	.....	6 35 am
9 25 pm	1 15 pm	.....	....Chattanooga....			3 00 pm	.....	7 00 am
4 20 pm	12 45 pm	.....	lv...Atlanta c.t...ar			.....	.....	11 40 am
9 20 pm	6 20 pm	.....	ar...Montgomery..lv			.....	.....	6 55 am
2 55 am	.....	.....	ar....Mobile....lv			.....	.....	12 40 am
7 15 am	.....	.....	ar...New Orleans..lv			.....	.....	*8 15 pm

*Daily. †Daily except Sunday. Trains 41 and 38.—Pullman Sleeping Car between Portsmouth and Birmingham, connecting at Hamlet with sleeping car for Jacksonville. Trains 31 and 34.—Pullman Sleeping Car between Portsmouth and Charlotte, connecting at Hamlet with sleeping car for Jacksonville and Tampa. Pullman Sleeping Car New York to Birmingham. Full information can be obtained at S.A.L. Office, 1183 Broadway, N.Y., or at office, **Old Dominion S. S. Co., Pier 26, North River, N. Y.**

Norfolk and Western Railway

Read Down			Corrected to December 3, 1905		Read Up		
Vestib'le Limited	No. 19	No. 3	*Daily †Daily, ex Sunday		No. 4	No. 20	No. 22
*4 30 pm	*9 25 am	*7 40 am	lv....Norfolk.....ar	10 30 pm	5 20 pm	11 20 am	
6 17 pm	11 07 am	10 10 am	ar...Petersburg ..lv	8 10 pm	3 32 pm	9 33 am	
6 50 pm	11 40 am	11 40 am	ar.. Richmond ...lv	*7 25 pm	*3 00 pm	*9 00 am	
No. 41&15							
*7 30 pm	.....	*7 40 am	lv....Norfolk.....ar	*10 30 pm	*9 30 am	*5 20 pm	
11 59 pm	.....	12 08 pm	ar...Burkeville...lv	6 04 pm	5 06 am	11 20 am	
2 10 am	.....	2 15 pm	ar.. Lynchburg...lv	3 50 pm	2 50 am	9 05 am	
2 20 am	†3 00 am	†4 00 pm	lv...Lynchburg. .ar	11 40 pm	†11 59 am		
.....	9 15 am	9 30 pm	ar... Durham....lv	†5 15 pm	7 00 am	.....
4 05 am	.....	4 15 pm	ar... Roanoke. ....lv	*1 50 pm	*1 01 am	7 10 am	
.....	*9 20 am	†5 15 pm	lv... Roanoke....ar	†12 30 pm	7 25 pm		
.....	1 21 pm	9 20 pm	ar. Waln't Cove..lv	8 13 am	3 28 pm		
.....	2 00 pm	10 00 pm	ar Winston-Salem.lv	7 30 am	*2 50 pm		
5 43 am	.....	.....	ar. East Radford..lv	11 56 am	11 29 pm		
8 25 am	.....	8 00 pm	ar....Bluefield...lv	1 05 am	9 00 pm		
9 39 am	.....	8 45 pm	ar.. Pocahontas....lv	7 30 am	8 15 pm		
7 50 pm	.....	6 50 am	ar... Columbus ...lv	8 40 pm	7 20 am		
7 56 am	.....	7 10 pm	ar....St. Louis....lv	8 44 am	.....	
10 40 am	.....	10 50 pm	ar.....Bristol.....lv	8 15 am	6 55 pm		
2 00 pm	.....	4 20 am	ar...Knoxville...lv	1 50 am	1 20 pm		
5 50 pm	.....	7 50 am	ar.. Chattanooga..lv	10 35 pm	9 55 am		
6 30 pm	.....	8 10 am	lv.. Chattanooga..ar	9 55 pm	9 35 am		
6 00 am	.....	7 10 pm	ar.... Memphis...lv	10 30 am	11 00 pm		
6 30 pm	.....	7 55 am	lv.. Chattanooga..ar	10 30 pm	9 40 am		
8 50 pm	.....	10 52 am	..... Attalla.....	8 15 pm	7 15 am		
10 20 pm	.....	12 45 n'n	ar.. Birmingham..lv	6 50 pm	5 45 am		
8 45 am	.....	.....	ar.. New Orleans. lv	9 10 am	7 30 pm		
1 15 am	9 10 pm	1 25 pm	lv.. Chattanooga..ar	2 40 pm	2 50 am	9 30 pm	
6 40 am	1 30 am	6 55 pm	ar... Nashville....lv	9 30 am	9 30 pm	3 30 pm	
6 30 pm	.....	.....	lv.. Chattanooga..ar	9 40 am	.....	
10 00 am	.....	.....	ar... Mobile ..lv	7 00 pm	.....	

No. 15 carries through Pullman Sleeper Norfolk and Bristol, connecting with Washington and Chattanooga Limited with through Pullman Sleepers to New Orleans and to Memphis and Observation Dining Cars, E. Radford to Attalla, meals a la carte; connecting at Chattanooga with sleepers to Atlanta and Jacksonville and to Nashville; Chattanooga to Mobile via Birmingham, also through Sleeper Roanoke and Columbus, Ohio—Café Dining Car.

No. 3 carries Pullman Sleeper, Roanoke to Knoxville, Roanoke to Columbus and Bluefield to Cincinnati, Café car Roanoke to Williamson. Parlor cars, Norfolk to Roanoke. For further information apply to N. & W. R. V. Office, 398 Broadway, N. Y., or at office Old Dominion S. S. Co. Pier 26 North River, N. Y.

Chesapeake and Ohio Railway Co.

Steamers due Old Point from New York 9.30 a.m., except Mondays.
Steamers leave Norfolk for New York 7.00 p.m., except Sundays.

W.Bound, Read Down	East Bound, Read Up		
	Nos. 4 & 8	Nos. 2 & 6	
Nos. 7 & 3 Nos. 5 & 1	Cent. time west of Clifton Forge East. time east of Clifton Forge		
*4 00 pm	*8 50 am	*6 45 pm	
4 30 pm	9 15 am	6 25 pm	*11 25 am
4 55 pm	9 40 am	6 00 pm	11 00 am
5 25 pm	10 10 am	5 30 pm	10 30 am
6 01 pm	10 47 am	4 56 pm	9 56 am
7 00 pm	11 45 am	4 00 pm	9 00 am
11 00 pm	2 00 pm	3 30 pm	7 30 am
1 23 am	4 10 pm	1 00 pm	5 00 am
2 05 am	4 50 pm	4 05 pm	12 19 pm
2 48 am	4 55 pm	12 15 pm	3 32 am
3 58 am	5 59 pm	lv.....	11 19 am
4 23 am	6 28 pm	lv.....	10 56 am
5 40 am	8 15 pm	lv.....	9 10 am
6 05 am	8 40 pm	lv.....	7 35 am
		ar.....	10 40 pm
		White Sulphur.....	lv.....
7 18 am	9 48 pm	6 32 am	9 30 pm
7 45 am	10 15 pm	6 05 am	9 02 pm
8 25 am	10 55 pm	5 30 am	8 25 pm
11 05 am	1 38 am	2 40 am	5 30 pm
12 25 pm	3 15 am	1 23 am	4 15 pm
12 45 pm	3 35 am	12 54 am	3 49 pm
1 03 pm	3 51 am	12 44 am	3 40 pm
1 55 pm	4 53 am	11 50 pm	2 43 pm
3 20 pm	6 15 am	10 42 pm	1 35 pm
5 00 pm	8 00 am	9 10 pm	12 01 pm
9 10 pm	8 35 am	7 30 am	†10 55 am
12 00 n't	11 35 am	6 20 pm	4 30 am
7 18 am	6 28 pm	ar.. Indianapolis ..	†7 30 am
		ar.. St. Louis ..	12 00 n'n
		lv.....	9 30 pm
8 40 pm	8 35 am	9 05 pm	7 10 am
7 10 am	5 30 pm	1 00 pm	8 30 pm
1 20 pm	4 25 am	12 25 am	3 20 pm
5 10 pm	8 12 am	11 20 am	8 30 pm
8 00 pm	11 00 am	6 00 pm	8 30 am
10 15 pm	.....	lv.....	7 10 am
7 32 am	.....	ar St. Louis ..	10 10 pm
9 00 pm	.....	lv.....	7 15 am
7 40 am	.....	ar.. St. Louis ..	8 45 pm

*Daily Exempt Sunday.

Nos. 5 and 1—Chicago and St. Louis Special—Vestibule train from Norfolk and Richmond to Cincinnati. Pullman sleeper Richmond to Cincinnati, Indianapolis, Chicago, St. Louis and Louisville. Pullman sleeper and Through Coach passengers transferred from No. 5 to No. 1 at Clifton Forge, Buffet car Old Point to Clifton Forge.

No. II—Southwestern Limited, leaves Cincinnati 8.30 a. m., and arrives at St. Louis 5 p. m.

Nos. 7 and 3—F. F. V. Limited Connection—Consolidating with No. 3 at Charlottesville. Parlor car Old Point to Richmond. Pullman sleepers Richmond to Cincinnati and Louisville. Dining car from Clifton Forge. Pullman sleepers Cincinnati to Chicago and St. Louis.

Nos. 2 and 6—F. F. V. Limited—Pullman sleeper Cincinnati and Louisville to Richmond. Parlor car Richmond to Old Point. Dining car.

Nos. 4 and 8—Washington Express—Pullman sleeper St. Louis, Chicago, Cincinnati and Louisville to Richmond. Parlor Car Richmond to Old Point. Dining car from Hinton to Gordonsville.

SHORT SEA TRIPS Via OLD DOMINION LINE

(ON SALE ALL THE YEAR AROUND).

Steamer leaves New York daily except Sunday at 3.00 P. M. Steamers leave Norfolk daily except Sunday at 7.00 P. M.

NOTE.—Parties purchasing tickets, which include hotel coupons, and desiring to remain longer than the time allowed by the coupons, will be obliged to pay the regular rates of the hotels.

Half-rate tickets, covering hotel accommodations at "The Chamberlin" Hotel, Old Point Comfort, Va., will not be issued to children. Half tickets, covering transportation ONLY, will be issued, and the hotel accommodation can be arranged for upon arrival.

Meals and stateroom berth included on Old Dominion Line steamers in the following trips:

No. I.

2 Days' Trip. All Water.—NORFOLK, VA.—From New York; arrive Norfolk following morning. Leave Norfolk same day 7.00 P. M.; arrive New York following afternoon.....\$14 00
(Limit of Ticket, 30 days.)

No. 2.

2 Days' Trip.—OLD POINT COMFORT OR NORFOLK, VA.—From New York; arrive at Old Point Comfort or Norfolk following morning; leave Norfolk same day 6.15 P.M.; Old Point Comfort at 7.20 P.M., via N. Y. P. & N. R. R.; arrive New York following morning early.....\$15 00
(Limit of Ticket, 11 days.)

No. 3.

3 Days' Trip.—OLD POINT COMFORT, VA.—From New York; arrive at Old Point following morning; includes one and one-quarter days' board and lodging at Hotel Chamberlin, Old Point Comfort. Leave Old Point following day at 5.00 P.M., and Norfolk at 7.00 P.M.; arriving in New York following afternoon. Total cost of trip.....\$18 00
(Limit of Ticket, 30 days.)

Norfolk and Southern Railroad

Corrected November 12, 1905.

BETWEEN NORFOLK, VIRGINIA BEACH AND CAPE HENRY, Electric Line.—Cars leave every hour from City Hall Avenue, opposite Monticello Hotel.

LEAVE NORFOLK FOR MUNDEN POINT—Daily except Sunday, 9.35 a.m.; 4.05 p.m.—Connect with Steamer Comet Monday, Wednesday and Friday 11.30 a.m.; for Currituck Sound Landings.

LEAVE MUNDEN POINT FOR NORFOLK—Daily except Sunday—6.40 a.m., 1.00 p.m.

Read Down			Read Up		
No. 2	No. 4	No. 6	No. 1	No. 3	No. 5
A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
8 35	11 55	4 45	lv.....	Norfolk.....ar	10 45
10 27	1 29	6 37	lv.....	Elizabeth City.....ar	8 50
11 02	2 01	7 12	lv.....	Hertford.....ar	8 10
11 25	2 20	7 35	ar.....	Edenton.....lv	7 50

Steamer leaves Edenton daily except Sunday 2.30 p.m., for Columbia and Scuppernong River.

No. 8		NORFOLK AND SOUTHERN		No. 7	
		Daily Except Sunday			
A.M.	P.M.				
9 50	4 03	lv.....	Mackey's Ferry.....ar	10 00	6 50
11 00	4 30	lv.....	Plymouth.....ar	9 50	6 20
12 15	5 16	lv.....	Pine Town.....ar	9 26	5 50
1 00	5 45	ar.....	Washington.....lv	8 40	4 00
P.M.	P.M.			8 10	2 40
10 20	4 00	lv.....	Mackey's Ferry.....ar	9 45	3 30
10 50	4 14	lv.....	Roper.....ar	9 33	3 20
11 20	4 43	lv.....	Pike Road F.....ar	9 00	2 45
11 35	4 55	lv.....	Bishopcross F.....ar	8 46	2 30
11 55	5 00	lv.....	Pantego.....ar	8 43	2 25
12 10	5 10	ar.....	Belhaven.....lv	8 30	2 10
P.M.	P.M.			A. M.	P. M.
No. 9					No. 7

Leave Plymouth via Steamer Mayflower daily except Sunday for Windsor, N. C.

Steamers leave Belhaven daily except Sunday 6.00 p.m., for Oriental and Newberne and 6.00 a.m., Tuesday, Thursday and Saturday, for Aurora, South Creek, Bayside, Mackleyville and Washington.

Full information can be obtained at offices of N. & S. R. R., Norfolk, Va., or Old Dominion Steamship Co., Pier 26, North River, New York.

The Routes in the Virginia Division of the Old Dominion Line offer excellent opportunities for short delightful trips of one or two days' duration.

2 Days' Trip.—VIRGINIA BEACH, VA.—From New York; arrive Virginia Beach following day. Leave Virginia Beach same day and Norfolk 7.00 P.M., arrive New York following afternoon.....\$14 50
(Limit of Ticket, 30 days.)

No. 5 (Temporarily Withdrawn).
3 Days' Trip.—VIRGINIA BEACH, VA.—From New York; arrive at Virginia Beach following morning; includes one and one-quarter days' board and lodging at Princess Anne Hotel, Virginia Beach. Leave Virginia Beach following afternoon and Norfolk 7.00 P.M., arriving in New York following afternoon. Total cost of trip.....\$18 00
(Limit of Ticket, 30 days.)

No. 6.
4 Days' Trip. All water.—RICHMOND, VA.—From New York; arrive Norfolk following morning. Leave Norfolk same evening, 7.00 P.M., on new steamer "Berkeley" or "Brandon"; arrive Richmond 6.00 A.M. Leave Richmond daily 7.00 P.M., on steamer "Berkeley" or "Brandon"; arrive Norfolk 6.00 A.M. Leave Norfolk same day 7.00 P.M.; arrive New York following afternoon.....\$15 00
(Limit of Ticket, 30 days.)

Also see No. 24.

No. 7.

3 Days' Trip. Water and Rail.—RICHMOND, VA.—From New York; arrive at Old Point Comfort following day; leave Old Point Comfort via C. & O. Railway 9.40 A.M. daily, except Sunday, or 4.55 P.M. daily; arrive at Richmond, 11.45 A.M. and 7.00 P.M. respectively. Leave Richmond, following day, via C. & O. Railway at 9.00 A.M. or 4.30 P.M. for Norfolk, to connect with steamer; arrive in New York following afternoon.....\$15 00
(Limit of Ticket, 30 days.)

No. 8.

3 Days' Trip. Water and Rail.—RICHMOND, VA.—From New York; arrive at Norfolk following day. Leave Norfolk via N. & W. Railway 4.30 P.M. same day; arrive at Richmond 6.30 P.M. Leave Richmond following day via N. & W. route at 9.00 A.M. or 3.00 P.M. daily except Sunday, and Norfolk at 7.00 P.M.; arrive in New York following afternoon.....\$15 00
(Limit of Ticket, 30 days.)

No. 9.

3 Days' Trip. Water and Rail.—RICHMOND, VA.—From New York; arrive Norfolk following morning. Leave Norfolk same evening 7.00 P.M. on new steamers "Berkeley" or "Brandon"; arrive Richmond following morning 6.00 A.M. Leave Richmond via C. & O. R'y or N. & W. R'y route same day for Norfolk. Leave Norfolk 7.00 P.M.; arrive New York following afternoon.....\$15 00
(Limit of Ticket, 30 days.)

No. 10.

2 Days' Trip. Return Rail to New York.—BALTIMORE, MD.—From New York; arrive at Old Point Comfort the following morning. Leave Old Point Comfort 7.30 P.M., via Bay Line, or 6.45 P.M. via Chesapeake Line; arrive Baltimore following morning. Leave via B. & O. or Penn. R. R.; arrive New York same afternoon.....\$15 00
Meals and stateroom between Old Point Comfort and Baltimore extra. Stop over at Philadelphia allowed within limit.
(Limit of Ticket, 11 days.)

No. 11.

2 Days' Trip. Return Rail to New York.—WASHINGTON, D. C.—From New York; arrive at Old Point Comfort the following morning. Leave Old Point at 7.00 P.M.; arrive Washington, D. C., following morning. Leave via B. & O. or Penn. R. R.; arrive in New York same afternoon.....\$15 00
Meals and stateroom between Old Point Comfort and Washington extra. Stop over at Baltimore and Philadelphia allowed within limit.
(Limit of Ticket, 11 days.)

No. 12.

4 Days' Trip.—Old Point Comfort, Richmond and Washington, D. C.—From New York daily; arrive at Old Point Comfort or Norfolk following morning. Leave Norfolk via O. D. S. S. Co.'s night route every evening at 7.00 o'clock, arrive Richmond following morning at 6.00 A.M. Leave Richmond via O. D. S. S. Co.'s night route every evening at 7.00 o'clock, arrive in Norfolk following morning at 6.00 A.M., or leave Old Point via C. & O. Railway, at 4.55 P.M. or Norfolk via N. & W. Railway, 4.30 P.M., arrive Richmond at 7.00 P.M. or 6.50 P.M. respectively. Leave Richmond via C. & O. Railway or N. & W. route daily for Norfolk. Leave Norfolk at 6.00 P.M. or Old Point at 7.00 P.M. by Washington boat; arrive Washington, D. C., following morning. Leave via B. & O. or Penn. R. R., due in New York same afternoon..\$20 00
Meals and stateroom between Old Point Comfort and Washington extra. Stop over at Baltimore and Philadelphia allowed within limit.
(Limit of Ticket, 11 days.)

No. 13.

7 Days' Trip. Water and Rail.—OLD POINT, RICHMOND, WASHINGTON AND PHILADELPHIA, RETURNING BY RAIL.—From New York daily; arrive at Old Point following morning. One day's board and lodging at Hotel Chamberlin. Leave Old Point, via C. & O. Railway, 9.40 A.M., except Sunday; Sunday 4.55 P.M.; arrive Richmond, 11.45 A.M. Sunday 7.00 P.M. One day's board and lodging at either Murphy's Hotel or The Richmond in Richmond. Leave Richmond for Old Point or Norfolk, by O. D. S. S. Co.'s night route every evening at 7.00 o'clock, or by the C. & O. R'y or N. & W. route daily; or by steamer of Virginia Navigation Co. (Day Line), Monday, Wednesday or Friday. Leave Norfolk 6.00 P.M.; or Old Point 7.00 P.M.; by steamer for Washington, D. C.; arrive following morning. One and one-quarter day's board and lodging at either Ebbitt House, Riggs' House, The Shoreham or The Normandie. Leave Washington by B. & O. or Penn. R. R. morning train, arrive Philadelphia noon. One day's board and lodging at the Continental Hotel or the Rittenhouse. Leave Philadelphia forenoon train for New York.....\$35 50
Stateroom, but not meals, between Norfolk or Old Point and Washington included.
(Limit of Ticket, 11 days.)

No. 14.—Temporarily Withdrawn.**No. 15.**

5 Days' Trip. All Water.—WASHINGTON, D. C.—From New York daily: arrive at Old Point Comfort following day. Leave Old Point Comfort at 7.00 P.M.; arrive Washington following morning. Leave Washington 6.30 P.M.; arrive Norfolk following morning. Leave Norfolk 7.00 P.M.; arrive New York following afternoon.....\$15 00
Meals and stateroom between Old Point Comfort and Washington extra.
(Limit of Ticket, 11 days)

No. 16.

3 Days' Trip. Water and Rail.—OLD POINT COMFORT, OR NORFOLK AND RICHMOND, VA.—From New York; arrive at Old Point Comfort or Norfolk following day. Leave Old Point Comfort same afternoon by C. & O. R'y 4.55 P.M., or Norfolk by N. & W. R'y 4.30 P.M., arriving at Richmond at 7.00 P.M. or 6.30 P.M. respectively. Includes supper, lodging, breakfast and dinner at either Murphy's Hotel or the Richmond in Richmond. Leave Richmond for Norfolk either by O. D. S. S. Co.'s night route every evening at 7.00 o'clock, or by C. & O. R'y or N. & W. route daily, except Sunday; or by steamer of Virginia Navigation Co. (James River Day Line) Monday, Wednesday or Friday. Leave Norfolk daily, except Sunday, 7.00 P.M.; arrive New York following afternoon.....\$18 50
(Limit of Ticket, 30 days.)

No. 17.—Temporarily Withdrawn.**No. 18.**

4 Days' Trip.—Water and Rail.—OLD POINT COMFORT OR NORFOLK AND RICHMOND, VA.—From New York daily; arrive at Old Point Comfort or Norfolk following day. Leave Old Point Comfort same afternoon by C. & O. R'y 4.55 P.M., or Norfolk by N. & W. R'y 4.30 P.M., arriving at Richmond at 7.00 P.M. and 6.50 P.M. respectively. Includes supper, lodging, breakfast, dinner, supper, lodging, breakfast and dinner at either Murphy's Hotel or The Richmond in Richmond. Leave Richmond for Norfolk by either O. D. S. S. Co.'s night route every evening at 7.00 o'clock or by C. & O. R'y or N. & W. R'y route daily, except Sunday; or by steamer of Virginia Navigation Co. (James River Day Line) Monday, Wednesday and Friday. Leave Norfolk daily, except Sunday, 7.00 P.M.; arrive New York following afternoon.....\$21 50
(Limit of Ticket, 30 days.)

No. 19.

4 Days' Trip.—NORFOLK, VA., AND PROVIDENCE, R. I.—From New York; arrive at Norfolk following day. Leave Norfolk via Merchants' and Miners' Transportation Co., Monday, Thursday or Saturday, at 6.00 P.M.; arrive at Providence, R. I., in 36 hours. Leave Providence via N. Y., N. H. & H. R. R. for Fall River. Leave via Fall River Line for New York.....\$19 30
Meals and berth on M. & M. T. Co.'s steamer included. Meals and room extra on Fall River Line steamers. (Limit of Ticket, 10 days.)

No. 20.

4 Days' Trip.—NORFOLK, VA., AND BOSTON, MASS.—Leave New York Monday, Tuesday, Thursday and Saturday; arrive Norfolk following day. Leave Norfolk via Merchants' and Miners' Transportation Co., Sunday, Tuesday, Wednesday or Friday, 6.00 P.M.; arrive Boston in 38 hours. Leave Boston via N. Y., N. H. & H. R. R. for Fall River, Mass.; thence by Fall River Line for New York.....\$21 00

Meals and berth on M. & M. T. Co.'s steamer included. Meals and room extra on Fall River Line steamers. (Limit of Ticket, 10 days.)

No. 21.

5 Days' Trip.—OLD POINT COMFORT AND WASHINGTON, RETURNING BY RAIL.—From New York daily; arrive Old Point Comfort following morning. Includes one and one-half days' board and lodging at Hotel Chamberlin. Leave Old Point following day 7.00 P.M. by Norfolk and Washington steamer; arrive Washington following morning. Includes room on steamer and one and one-half days' board and lodging at either Ebbitt House, Riggs' House, The Shoreham, or The Normandie. Leave Washington via B. & O. or Pennsylvania R. R. for New York.....\$27 00
Stateroom, but not meals, between Norfolk or Old Point and Washington, included. Stop over at Baltimore and Philadelphia allowed within limit
(Limit of Ticket, 11 days.)

No. 22.

3 Days' Trip.—OLD POINT COMFORT, VA.—From New York; arrive at Old Point following morning. One day's board and lodging at Hotel Chamberlin. Leave Old Point next day 8.00 A.M. on steamer "Mobjack" for delightful all-day excursion to Western shore of Virginia. Dinner on steamer included. Arrive at Norfolk 6.00 P.M. same day and leave at 7.00 P.M. for New York, arriving following afternoon.....\$19 50
(Limit of Ticket, 30 days.)

No. 23.

Old Dominion S. S. Co., New York to Old Point Comfort and Norfolk; thence by N. & W. R'y to Shenandoah Junction via Petersburg, Lynchburg, Roanoke, Natural Bridge, Grottoes and Luray; from Shenandoah Junction to New York by B & O. R. R. via Harper's Ferry, Washington, Baltimore and Philadelphia. Rate \$23 30

No. 24.

4 Days' Trip.—OLD POINT COMFORT, RICHMOND AND VIRGINIA BEACH.—From New York daily, 3.00 P.M.; arrive Old Point Comfort following morning. Includes dinner at Hotel Chamberlin. Leave Old Point Comfort same day (Sunday excepted), at 5.00 P.M.; arrive at Norfolk 6.15 P.M. Leave Norfolk on new steamers "Berkeley" or "Brandon" at 7.00 P.M., via James River, gives supper, berth and breakfast on steamer, arrive Richmond following morning. Includes dinner at either Murphy's Hotel or The Richmond in Richmond. Leave Richmond on new steamers "Berkeley" or "Brandon" at 7.00 P.M., via James River, arrive Norfolk following morning. Includes railroad fare to and from Virginia Beach and dinner at Princess Anne Hotel. Leave Norfolk 7.00 P.M. same day, arrive New York following afternoon....\$19 50
This ticket includes meals and stateroom berth on main line steamers and on James River steamers "Berkeley" or Brandon.
(Limit of Ticket, 30 days.)

No. 25.

Old Dominion S. S. Co. New York to Old Point Comfort; Chesapeake & Ohio R'y to Natural Bridge via Richmond; thence by Norfolk & Western R'y to Shenandoah Junction via Grottoes and Luray; from Shenandoah Junction to New York by B. & O. R. R., via Harper's Ferry, Washington, Baltimore and Philadelphia. Rate.....\$23 30

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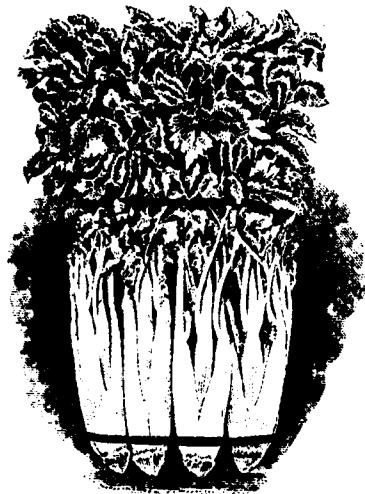
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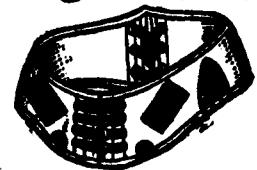
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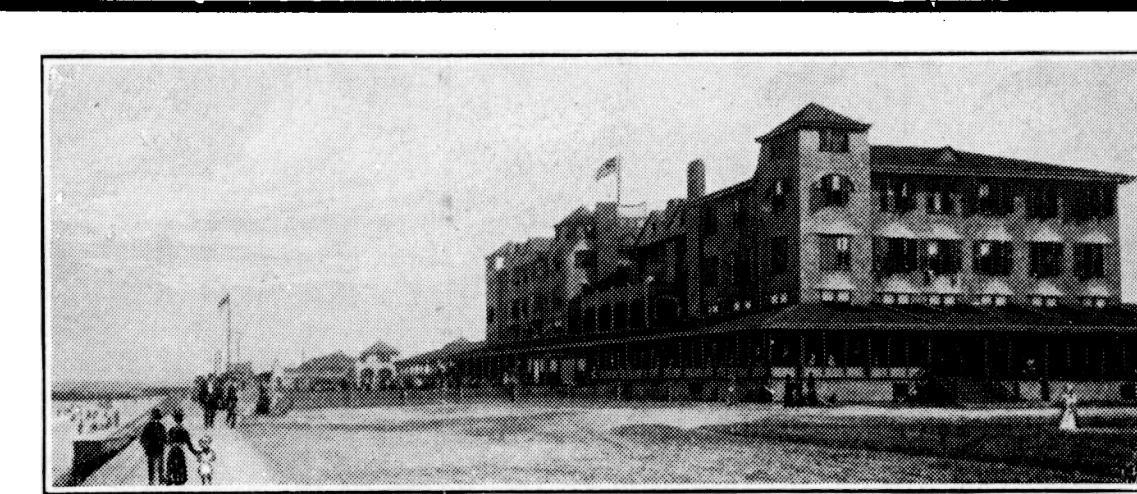
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Tickets to Northern and Eastern Points

Form	One way	Excursion	From Norfolk or Old Point		From Richmond Va.	
			One way	Exc.	One way	Exc.
448	L. Ex. 177	Albany, N. Y., via N. Y. C. & H. R. R.	\$11.10	\$20.20	\$12.10	\$21.20
450	" 179	Atlantic City, N. J., via C. R. R. of N. J.	11.25	19.00	12.25	20.00
449	" 178	Boston, Mass., via N. Y., N. H. & H. R. R.	13.00	24.00	14.00	25.00
452	" 181	Boston, Mass., via N. Y., N. H. & H. R. R. and B. & A. R. R.	13.00	24.00	14.00	25.00
453	182	Boston, Mass., via N. Y., N. H. & H. R. R. and N. E. R. R.	13.00	24.00	14.00	25.00
414	122	Boston, Mass., via New London.....	11.00	20.00	12.00	21.00
337	60	Boston, Mass., via Stonington.....	11.00	20.00	12.00	21.00
321	" 47	Boston, Mass., via Fall River.....	11.00	20.00	12.00	21.00
320	" 46	Fall River, Mass., via steamer.....	10.00	18.00	11.00	19.00
449	178	Hartford, Conn., via N. Y., N. H. & H. R. R	10.25	18.50	11.25	19.50
451	180	Lakewood, N. J., via C. R. R. of N. J.	9.45	16.35	10.45	17.35
507	" 262	Liberty, N. Y., via N. Y., O. & W. R. R.	10.40	18.80	11.40	19.80
325	"	Lowell, Mass., via Fall River Line.....	11.60	.....	12.60	.....
448	L. Ex. 177	Montreal, P. Q., via N. Y. C. & H. R. R.	18.65	32.25	19.65	33.25
388	" 111	Montreal, P. Q., via West Shore R. R. and Rouse's Point.....	18.65	32.25	19.65	33.25
454	" 183	Montreal, P. Q., via N. Y. C. & H. R. R. and Rouse's Point.....	18.65	32.45	19.65	33.25
455	" 184	Montreal, P. Q., via N. Y. C. & H. R. R. and Rutland.....	18.65	32.25	19.65	33.25
326	" 50	New Bedford, Mass., via Fall River.....	10.55	19.10	11.55	20.10
449	178	N. Haven, Conn., via N. Y., N. H. & H. R. R	9.50	17.00	10.50	18.00
322	" 48	Newport, R. I., via Fall River steamer.....	10.00	18.00	11.00	19.00
"	224	New York, N. Y., and return, via P. R. R. and Baltimore.....	15.00	.....	15.00	.....
"	225	New York, N. Y., and return, via P. R. R. and Washington.....	15.00	.....	15.00	.....
"	31	New York, N. Y., and return, via B. & O. R. R. and Washington.....	15.00	.....	15.00	.....
"	32	New York, N. Y., and return, via B. & O. R. R. and Baltimore.....	15.00	.....	15.00	.....
"	227	New York, N. Y., and return, via P. R. R. and Cape Charles.....	15.00	.....	15.00	.....
367	"	Niagara Falls, N. Y., via N. Y. C. & H. R. R.	17.25	31.50	18.25	32.00
519	L. Ex. 270	Niagara Falls, N. Y., via L. V. R. R.	16.00	30.00	17.00	31.00
335	" 64	Providence, R. I., via Stonington.....	10.30	18.60	11.30	19.60
371	" 92	Saratoga, N. Y., via Albany or Troy.....	12.20	21.85	13.20	23.40

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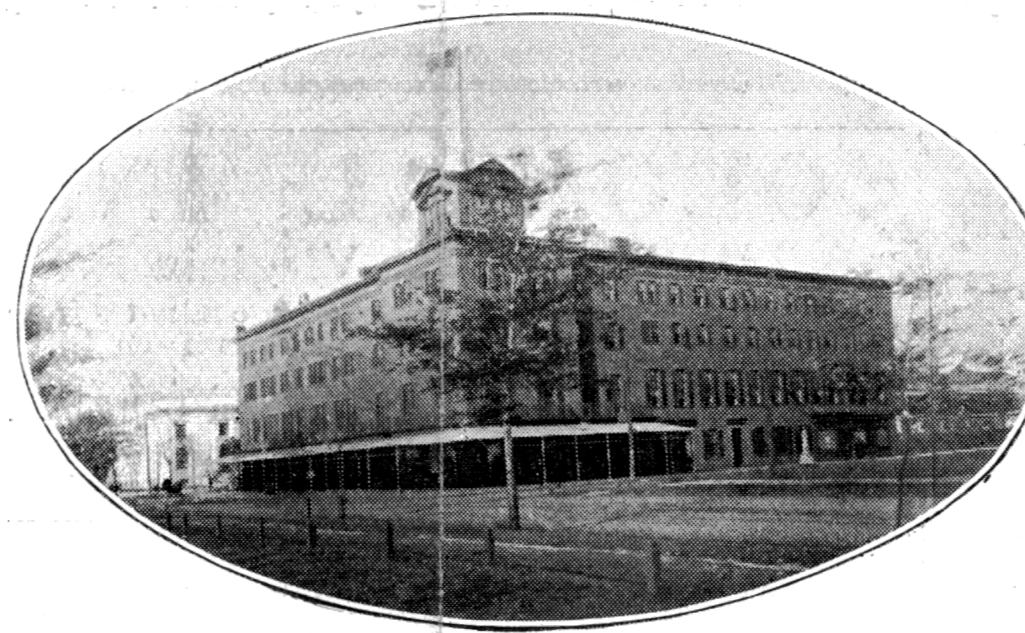
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